THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

VOLUME V NUMBER 27 August 1, 1968

CYCLE NEWS

32 PAGES

West 25¢

10-MILE CHARITY NEWSIES CHAMPIONSHIP

NIXON TAKES NATIONAL LEAD AT CHARITY NEWSIES

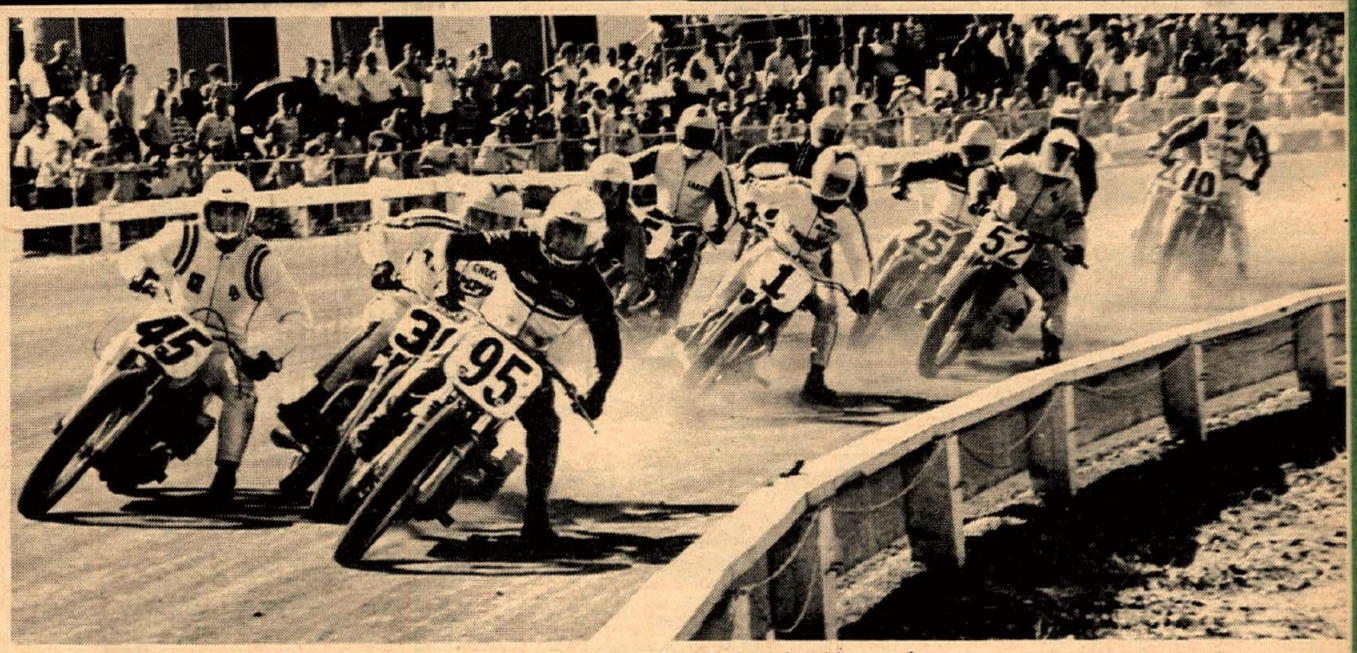
By Chuck Clayton

Photos by Don Pummell

COLUMBUS, Ohio, June 30 – One cold and stormy December day in 1907, three men met in a saloon at Broad and High streets in Columbus, Ohio. They had been watching a newsboy braving the elements to earn a few pennies to supplement a meager family income, and they began to talk about how help might be afforded to the poor and needy of Columbus.

One of the men, Mr. C.C. Philbrick, a newspaper publisher, proposed a plan where he would furnish a special edition of his paper to be sold by charitable men like themselves, and all the receipts (100%) would go to help the needy. They called their organization the Ohio Newsboys Association, nicknamed "Charity Newsies."

Then twenty-five years ago, Association President Howard Foley decided to sponsor a motorcycle race to build up the charity's dwindling coffers and thus was born the annual AMA 10-mile "Charity Newsies" National Championship.



Leaping into the lead at the start of the 10-Mile Charity Newsies National Championship race is #95 Fred Nix (H-D) who held first for most of the race. But Triumph ace Gary Nixon (1) came through for win.

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ADDITIONAL FEATURES IN THIS ISSUE

TWO MOTO-CROSSES (Page 10 & 29)

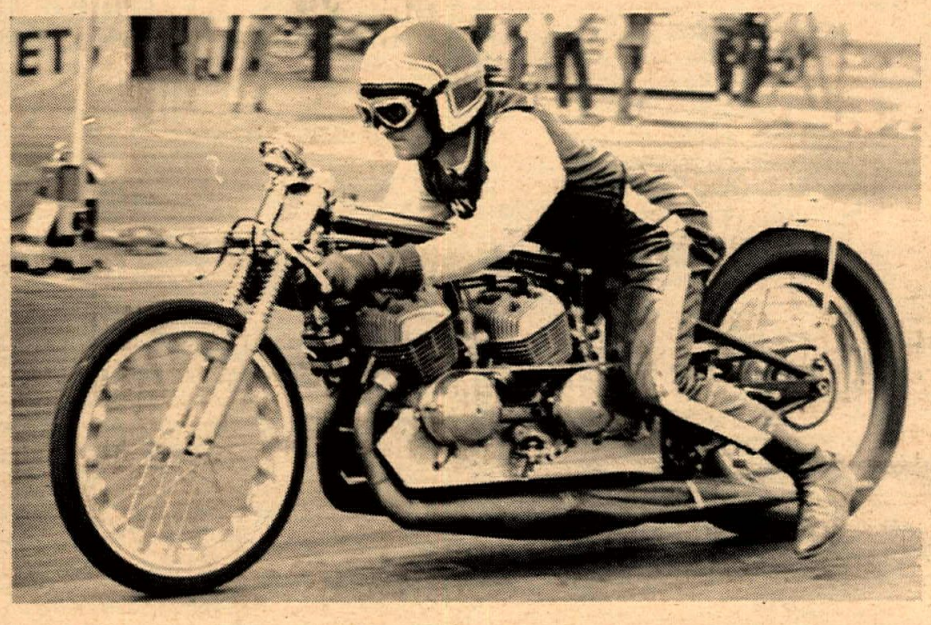
POWER BY THE GALLON (Page 6)

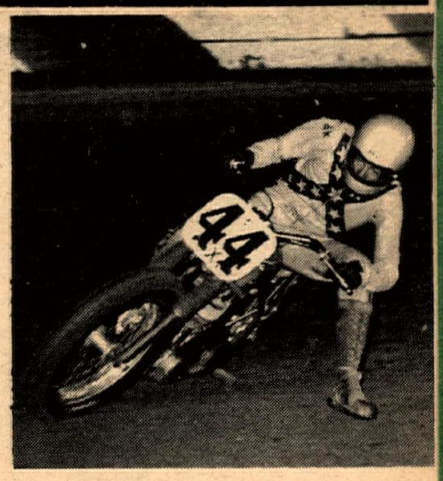
DRAG RACING (Page 23)

ALSO: ROAD TOURING, SHORT FICTION STORY, ROAD TEST, T.T. & QUESTIONS AND ANSWERS

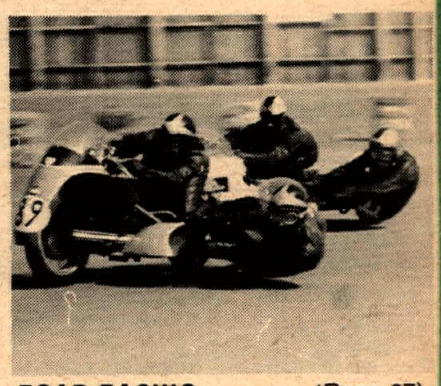
CLASS "A" AT WHITEMAN (Page 13)

HOPETOWN SCRAMBLES (Page 16)





ASCOT HALF-MILE (Page 5)



ROAD RACING (Page 27)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. —Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.—Ascot—Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.—Mt. Garfield—Entrants notified by AMA.

AUGUST 4 – 110 MILE NATIONAL

CHAMPIONSHIP ROAD RACE. Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. Indianapolis Raceway Park, Indianapolis, Ind. Entries from AMA or District Referee.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. —Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds —Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track —Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.—California Rodeo grounds—Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.—Sacramento, Calif.—Entries from AMA or District Referee. Entries Close Aug. 25.

EVERY WEDNESDAY NIGHT

ACA SPORTSMAN SHORT TRACK RACES at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track entrance. For info call (714) 528-4290. Any affil. okay.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track. For info call (714) 528-4290. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no.1/2 mile.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. No race July 5, 19 & Aug. 30.

SHORT TRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 100-250-500-Open, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Practice 7 p.m., races 8 p.m. $2.50 adutsl, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

SATURDAY, JULY 13th

AMA NIGHT RACE by Stumpjumpers M.C. at Elsinore, Cal. Dist. 37 pts., 6:30 p.m. start. For info call (714) 525-5234.

TROPHY PRESENTATION by Gripsters M.C. for June 29 race will be held at Elsinore, Cal. night event.

FOUR STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

TT SCRAMBLES by Rogue Valley Riders M.C. at Josephine Co. Fairgrounds, Grants Pass, Ore. AMA sanc., for info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

SUNDAY, JULY 14th

1st ANNUAL DON McALEAR BENEFIT HARE SCRAMBLES presented by the Hilltoppers M.C. Rain or shine (or whatever's fair). AMA sanc., Dist. 37 points. Limed from Lucerne, Calif. Race starts 10 a.m. sharp. LeMans start, separate trail bike course. For further info call (213) 422-7747.

3rd ANNUAL ELSINORE TOUR by Pacific Coasters M.C. For complete info. write to Pacific Coasters M.C., 4502 Gila Ave., San Diego, Calif. 92117.

1st ANNUAL RAIN OR SHINE HARE SCRAMBLES by the Hilltoppers M.C. Dist. 37 AMA pt. event, begins promptly at 10 a.m. Limed from Lucerne, Calif.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

1st ANNUAL SUMMER SCRAMBLES by Dirt Diggers North M.C. Hungry Hollow Racetrack at Lincoln, Cal. Signup & prac. 8-10:30 a.m., race 11 a.m. For info call (916) 988-3524 or (916) 988-4725

ENGLISH TRIALS by S.C.T.A. at Canyon Crest area of Riverside, Cal. Limed from Central Ave. turnoff of Riverside Fwy. Overnight campout Sat., race 9 a.m. For info call (213) 370-8491.

SPORTSMAN SCRAMBLES by Placerville M.C. at Placerville, Cal. Limed from Hwy. 50 & Davidson Rd., AMA sanctioned. For info call Mike at (916) 622-0209.

BENEFIT SPORTSMAN HILLCLIMB by Eastside M.C. of San Jose at Cycle Hills, Uvas Dam in Morgan Hill, Cal. AMA sanc., starts 12 noon.

POKER RUN by Stockton Scramblers M.C. AMA sanc., VC pts., starts 9 a.m. from Perano's Cafe, Waterloo Rd. at Cherokee, Stockton, Cal.

BENEFIT RUN & 8th ANNUAL M/C BLESSING by Hi-Way Kings M.C. for Rancho San Antonio Boys Town. AMA sanc., starts from Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles, Cal., 8-9:30 a.m.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close July 21. AFM Nat'l. pts.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

TUESDAY, JULY 16th

SHORT TRACK RACE at Santa Rosa Fairgrounds, Santa Rosa, Cal. AMA sanc. $600. For info contact Bob Barkhimer Assoc., 14 Camp Evers Lane, Santa Cruz, Cal.

TUES. JULY 16 to SUN. JULY 21st

ORANGE COUNTY FAIR AND EXPOSITION at Orange Co. Fairgrounds, Cal. Features recreation vehicles, boats and accessories. Cycle News will be there. For entry info contact Robert Cummins at (714) 545-1131.

WEDNESDAY, JULY 17th

FEATHERWEIGHT RACING ASSN. will hold their regular meeting for July at Crown Cycle, 8904 Garvey in Rosemead, Cal. at 8 p.m.

THURSDAY, JULY 18th

FOUR STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., south of Portland on SE Lawnfield Road, near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

FOUR STAR AMA PROFESSIONAL TT RACE at Graham Speedway, Tacoma, Wash. 30% gross gate. For info write David Welsh, 9106 Portland Ave., Tacoma, Wash. or call (206) LE 7-5793.

FRIDAY, JULY 19th

NOVICE TT at Castle Rock Fairgrounds, Castle Rock, Wash. AMA sanc., for info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SAT. & SUN., JULY 20 & 21st

1st ANNUAL SO. CALIF. M.C. ASSN. CAMP WISHON RUN. Trophies galore, cars welcome. For info call (213) 429-3557 or write 5849 Tanglewood St., Lakewood, Cal. 90713.

1st ANNUAL MYSTERY TOUR by Rebel Rousers M.C. RRC run, call (213) 444-9644 for info.

SUNDAY, JULY 21st

SIX STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, on SE Lawnfield Road, near Clackamas, Ore. Annual Pacific Coast Championship. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

AFM PROFESSIONAL ROAD RACE at Carlsbad, Calif. Nat'l pts., $200 purse. For info call (213) 222-1303 after 6 p.m.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

MOTO-CROSS at Miramar, Cal. Presented by the Lions M.C. – AMA sanc., Dist 38 pts. For further info cal (714) 222-5491.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

TT SCRAMBLES at Adelanto, Cal. For info call (213) 927-3860.

SAT. & SUN., JULY 27th & 28th

ANNUAL LAGUNA MTS. OVERNIGHTER by Road Cruisers M.C., AMA San Diego pt. run at Blue Jay Lodge on Hwy. S-1 in Laguna Mts., Cleveland Nat'l Forest, Cal. For info & entries write Road Cruisers M.C., 837 Brodview, Spring Valley, Cal.

SATURDAY, JULY 27th

TT SCRAMBLES by Rogue Valley Riders M.C. at Josephine Co. Fairgrounds, Grants Pass, Ore. AMA sanc., for info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

PROFESSIONAL AMA THREE STAR NIGHT RACE at Benton Lane Speedway near Junction City, Ore. For info contact Oregon Sportscycle, 1440 So. "A", Springfield, Ore.

SUNDAY, JULY 28th

POKER RUN by Road Runners of Santa Cruz, Cal. AMA sanc., starts 1 mi. no. of Watsonville, Cal. Sat. nite dance, etc. Contact Marshall (Woody) Wood, 234 Manfre Rd., Watsonville, ph. (408) 724-1982 for more info.

MOVIELAND MOTOR REVUE sponsored by Hesperians of So. Calif. at Universal Studios, Lankershim Blvd. at the Hollywood Fwy., Universal City, Cal. Open to all show-worthy vehicles in following categories: motorcycles, antiques, classics, sports cars, customs and hot rods. For into contact A World on Wheels, P.O. Box 361, Lynwood, Cal. 90262. (213) 639-5032.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

TT SCRAMBLES by Desert Phantoms M.C. at Adelante, Cal. AMA sanc., Dist. 37 pts. For info call (213) 927-3860.

FRIDAY, AUGUST 2nd

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, AUGUST 3rd

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, AUGUST 4th

1st ANNUAL CHARITY BENEFIT MOTO-CROSS by Sage-Hoppers M.C. at Encinitas, Cal. AMA Nat'l sporting pts. For info call Bob Gooding (714) 753-2907.

1st ANNUAL POKER RUN by Overlanders M.C. RRC run, call (213) 923-4107 for info.

AFM PROFESSIONAL ROAD RACE at Orange Co. Int'l Raceway. $500 purse. For info call (213) 222-1303 after 6 p.m.

AUGUST 6, 7 & 8th

3rd ANNUAL PIKE PEAK TOUR, for info contact Bill Manning, 630 Cook St., Denver, Colo.

SUNDAY, AUGUST 11th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES by Silver City Scramblers M.C. Limbed from Stateline Cal. Nev. border on Interstate Hwy. 15. Dist. 37 rules, 9 a.m. start. For info call (702) 384-3024, Las Vegas, Nev.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00 Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 6. AFM Nat'l pts., charity for children's hospital.

SUNDAY, AUGUST 25th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 20. AFM Nat'l pts.

MORE AMA NAT'LS

SEPT. 15 – 150 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN
Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 21-22–500 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN
Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES

AUGUST 11

Approx. 75 miles of New Calif. style desert.
ALL CLASSES * HACKS WELCOME *
Limed from Stateline Calif.-Nevada border on Interstate Hwy. 15
SIX-FOOT SWEEPSTAKES TROPHY * DISTRICT 37 points
Camping facilities – Signup opens 6:30 a.m. at start-finish – 9 a.m. start
For info. call (702) 384-3024 in Las Vegas

DESERT PHANTOMS M.C.
Present
DISTRICT 37 TT SCRAMBLES

JULY 28

ADELANTO RACEWAY
Lightweights 8:30 – Big Bikes NOON
Trophies Presented from June 9th Event
FOR INFO CALL (213) 927-1977

MOTO-CROSS

CARLSBAD RACEWAY

PRESENTED BY
California Moto-cross Club

JULY 28

Camping ok night before Moto-Cross

TROPHIES–MONEY
More Trophies to Jr. Classes
Prize Money for Experts

ENTRY
Mail Entry $5.00
Post Entry $10.00
Entries Close July 21

ATTENTION

THESE TOP RIDERS WILL BE RIDING IN THE EVENT JULY 28th
RUSS DARNELL * JOHN DeSOTO * GARY CONRAD * RON NELSON * GARY BAILEY * LARS LARSON * PRESTON PETTY

CLASSES

EXPERT & JUNIOR

0-125 126-250 251-500 OPEN

THE COURSE WILL BE DUST FREE * SPRINKLING SYSTEM IN AND OPERATING * ALWAYS A COOL BREEZE * 6 MILES FROM THE OCEAN.
MAIL ENTRY TO: P.O. BOX 124, RESEDA, CAL. 91335

AFM PROFESSIONAL

ROAD RACES

Presented by
CARLSBAD RACEWAY

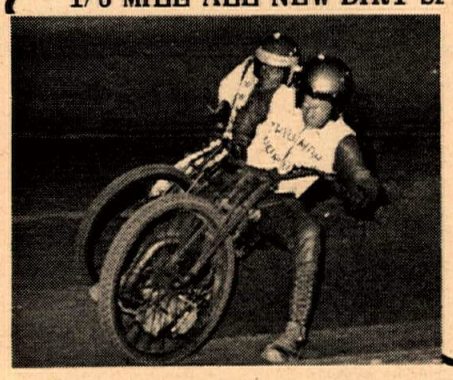
JULY 21

NATIONAL POINT EVENT
ALL GRAND PRIX & PRODUCTION CLASSES
Gates Open 7:30 a.m.
First Race 12:00 noon
ADMISSION
Adults $2.50

J.A.P. PROFESSIONAL

SPEEDWAY SHORT TRACK

1/6 MILE ALL NEW DIRT SPEEDWAY



Riders and Owners
CALL 983-1617

SAT. JULY 13

8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east off Golden State Freeway

SCRAMBLES

Presented By
Slo-Pokes M.C. at Santa Maria, Calif.

Sunday July 21, 1968

Newly Built, Fast Track
Limed From Hwy 101 Bakersfield Exit (Hwy 166 East)
Camping, Restrooms, Concessions Available
$1.50 Ride or Watch – AMA Sanctioned
Practice 10 AM – First Race Noon

This is the first of six races by Slo-Pokes. At the end of the season we will give away 3 Hi Point Sweepstakes Trophies in Bantamweight, Lightweight, and Heavyweight Divisions. Also featuring special "Rookie" and Powder Puff Classes.

Mt. St. Helens Motorcycle Club, Inc.
Presents

July 13th ★★★★ "C" TT
July 19th ★★★ "C" TT
July 20th $6000 + Lap Money

30 LAP NAT. TT

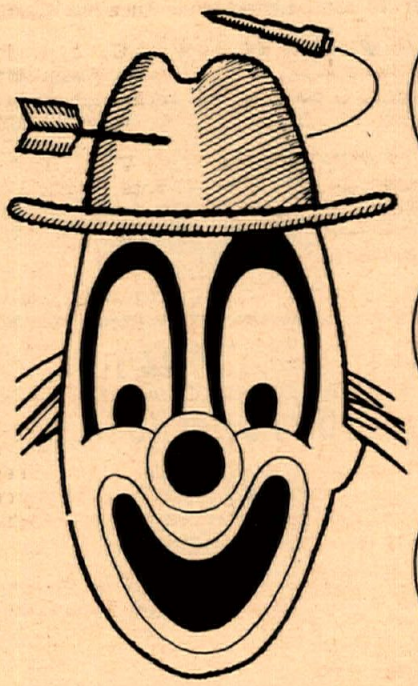
Practice 10:00 AM Time Trials 12:30 PM
Main Event 8:00 PM
All Events at

Castle Rock Fairgrounds

Castle Rock, Washington
Admission $4.00 For All Day

JULY 16-21

"YESTERDAY MEETS TOMORROW" AT THE



ALL-NEW
1968 ORANGE COUNTY
FAIR
& EXPOSITION

FREE BIG NAME STAGE SHOWS
Wed., July 17
"Festival of Nations" – Cast of 150
Fri. & Sat., July 19-20
Nino Tempo & April Stevens
The Back Porch Majority
Sun., July 21 – Glen Campbell
Comic Frank Welker

GIANT NEW
RECREATION VEHICLE AND BOAT SHOW
LATEST IN MOTOR HOMES, TRAVEL TRAILERS, CAMPERS & SPORTCYCLES
Helicopter Rides ★ Carnival Midway
1,000's of Exhibits

GATES OPEN 10 A.M. DAILY
Newport Blvd. & Fair Dr., Costa Mesa

TUE., JULY 16—"MISS ORANGE COUNTY TOMORROW" BEAUTY PAGEANT
Semi-Finals—2:30 p.m., Finals—8 p.m.

You'll always see it FIRST in CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

"America's Only Weekly Motorcycle Newspaper"

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VOICES OF THE WEST

COMPRESSION RELEASES

In response to Ray Abrams letter explaining that a compression release on two-strokes puts them on a equal basis with four-strokes when decelerating, I believe that my explanation will show that two-strokes equipped with a compression release still have an advantage over four-strokes.

According to Mr. Abrams the two-stroke with a compression release is pumping air out of the release with every compression stroke. On the other hand the four-stroke only pumps air out on the exhaust stroke and not the compression stroke. Thus the two-stroke with a compression release is expending twice as much energy as a four-stroke for the same number of strokes. This slows the two-stroke down twice as fast as the four-stroke (theoretically).

I feel that the ruling should be changed then to allow two-strokes to run a compression release that only opens every other compression stroke (impractical) or allow both two-and four-strokes to run a compression release. This would make both engines equal in deceleration.

DONALD R. GREEN
Green Enterprises
Long Beach, Calif.

PROBLEM IN TORRANCE

Did you know that it is against the law to ride a motorcycle or drive a car in a vacant field in the city of Torrance, California? The city ordinance does not refer to noise, public nuisance or any other factor, just don't operate a motor vehicle in an open field in Torrance.

It is my opinion, and the opinion of many others who have signed a petition against this ordinance, that this law is unreasonable and discriminatory. Apparently the city fathers also think so because they have yet to prosecute anybody.

However, the local police are using this ordinance to harass anyone who is riding a motorcycle or even the most sedate trailbike imaginable in an open field.

W.J. JONES
Torrance, Calif.

CHERRIES, CHERRIES EVERYWHERE

I don't know what your opinion on the subject is, but I want to put in my two bits worth concerning the letter in your July 4 issue from Vickie Lamar.

I'm all for clean-up campaigns, but let's get serious! By wanting to change the names of streets that have "cherry" in them, Miss Lamar is the same as suggesting that people stop eating cherry pies and cut down every cherry tree for fear they are suggestive. I just don't see anything lustful about a street called Cherry Hill Lane. I'm sure whoever named the street was thinking of an hill covered with a cherry orchard.

Also, what in sam hill is wrong with "Dick's M.C. Salvage"? No telling how many men in the world have the name of Richard and use the common nickname of Dick. I'm sure people don't take offense when someone says "Hello, I'm Dick So & So."

Many, many words, phrases and objects can be suggestive to one person and suggest nothing but the dictionary definition to everyone else. It merely depends on where a person keeps their mind!

I've never had anything published in my life but I hope you will publish this in hopes Miss Lamar will have occasion to read it.

Oh, in reference to another phrase she mentioned, I wonder what her opinion of screw drivers is? Perhaps she thinks they should be called something more refined like "threaded nail turners."

I think her evaluation of things is a little ridiculous. I'm sure she can put her clean-up talents to much more useful purpose. Well, Vickie Lamar, must I say more?

RAY L. KILROY
San Jon, New Mexico

("She was just KIDDING, Ray. Miss Lamar's satirical references were prompted by an earlier letter from a male reader who took offense at the term 'cherry' being used to describe the condition of a for-sale bike."

MORE ON COMPRESSION RELEASES

As a professional motorcycle rider (or according to the AMA a "sport" rider), I feel the rule banning compression releases, especially for short track riders, is an unfair rule of the AMA.

I was racing a short track event at Ascot Park race track in February 1967 when I was involved in a serious accident. The accident happened when I was passed by a Harley-Davidson (4-stroke) going into the north turn. As we both shut off, the other rider's machine slowed down immediately where my (2-stroke) Yamaha seemed to go faster and the result, I center-punched him. I was knocked unconscious and hospitalized with a fractured shoulder.

I know more about 2-stroke motorcycles than the person or persons who make the rules for the AMA. I am rather curious to know if they have ever ridden a 2-stroke compared to a 4-stroke in any motorcycle race. And how they would feel now regarding the out-lawing of compression releases, if they were involved in an accident?

After my accident I bought compression releases for my 2-stroke and have ridden several short track and indoor races with the safety factor and benefit of compression releases.

After the out-lawing of compression releases by the AMA I sold my 2-stroke Yamaha rather than take a chance without this safety factor, and have given up racing any short track or indoor track races.

I believe in a very short time most riders will be doing the same rather than take a chance on having any accidents. It appears to me that the AMA does not seem to realize, or care, that without this safety device there will be more accidents and consequently they will be paying out more insurance claims for these riders. The end result being insurance rates go up and the increase will undoubtedly, somehow, be passed on as an expense to the riders.

Possibly the AMA is not the least bit concerned with the safety of their members, as they should be, by not having a safety device such as a compression release on any 2-stroke motorcycle.

RONALD L. LASTRA
Gardena, Calif.

ELLIS, SOUZA TOP PONDEROSA ACTION

By Jack Ross

PONDEROSA, Calif., July 4 - For summer races, the Greyhounds M.C. initiated a new 9-mile hare scrambles loop. This course eliminates the deep sand dunes and the torturous climb up "heartbreak ridge" by skirting the mountain on fire roads.

Sixty Open Class entries followed Tom Brooks for two loops and he again looked unbeatable. But Tom unloaded on the third loop within sight of the finish and fast-improving Darryl Ellis swept by to take the win as Brooks remounted and brought his bent machine in second ahead of Lanny Lehigh, Tom Muto and Gary Westergaard.

A battle of youth versus age formed in the Trail Class as 12-year-old Tom Brooks Jr. led 59 entries through most of the race. Years of desert experience paid off for 52-year-old Gene Souza, however, as he made all the right moves to pass Brooks Jr. to take the win. Bob Lewis copped third ahead of Lee Harrington. Thirteen-year-old Cordis Brooks finished fifth and mother Mary Brooks, took eighteenth to complete a very successful day for the racing Brooks family, all of whom trophied.

On Sunday, July 28, the Greyhounds M.C. will hold another three-loop hare scrambles on this course at the Ponderosa Ranch. Larger trophies to 50% of the entrants will again be featured. Novice riders are urged to take advantage of this feature as the Greyhounds have announced that they will be suspending operations at the Ponderosa in the near future due to the planned creation of a riding stable at the ranch.

(Results on page 20)

HARD-FOUGHT FIRECRACKER RACES

By Linda Bigham

CRESCENT CITY, Calif. July 4 – There was great enthusiasm shown as approximately 75 riders showed up for the day's racing events. To start things off with a bang there was a kid's Trophy Dash and John Ronfro proudly carried off the first place trophy. In the 100 class, Ron Poole fought long and hard to get to the win. Dan Ginther was happy to take the 250 class trophy. As the riders in the Open Class battled closely, Bob Vaughn roared over the finish line.

The Kid's Main Event was started off after intermission with John Ronfro again taking a first, and Walt Williams grabbing second.

In the 100 class a lot of bikes were warming up and as the flag went down each rider fought his hardest. But Rick Bliss inched his way forward and was awarded first place with Rick Ziegler claiming second.

In the 250 A Main Event Dan Ginther again won first place honors. Gerry Berquist and Rob Neilson were close behind for second and third.

The 250 B Main Event trophies went to winner Del Mayhoral and runnerup Tony Danztman.

Last hot event of the day was the 500 A Main Event with Bob Vaughn again collecting a first place trophy. Skip Baldwin followed for second place and Steve Bigham held third across the line.

As the announcer said over the speaker, "It's races like these that make our good riders."

NEW WIXOM FAIRING

The Fairwind 300 Windshield Fairing is the latest addition to the Wixom Bros. Company product line, priced at a modest $37.50. Construction is of hi-impact ABS Plastic (white only), on the fairing body, with the windshield made of optically clear plexiglass meeting federal safety standard Z26.1. Adjustable mounts fit the Fairwind 300 to most 150cc thru 500cc Japanese bikes as well as many others. Dealer inquiries are invited and the company address for further information is: Wixom Bros. Co., 1955-57 Temple Ave., Long Beach, Calif. 90804, (213) 433-7409.

Legislative Notebook

By Barbara Adams Dahms

SACRAMENTO REPORT

AB 289, once known as the "helmet bill" by Assemblyman John F. Foran and others, is nearing final passage primarily as a licensing law.

All references to helmets and eye protection have been deleted from the bill. The remaining sections which do not refer to licenses concern safety glazing, passenger seats and pegs, and handlebar height.

Any motorcycle manufactured or sold after January 1, 1969 which has a windshield must meet CHP standards for windshield material. Passenger seat and footpeg requirements remain the same. Passenger handgrip requirements are removed. (Although nothing is said about it one way or the other, the legislature now recognizes that it may be better if the passenger holds on to the rider. It's now a matter of personal choice.) However, the passenger is now required by law to keep his feet on the pegs while the machine is in motion. Handlebar height remains at 15 inches above the portion of the seat occupied by the rider when depressed by his weight.

No provisions for setting standards for helmets or requiring helmets sold in the state to meet certain standards were left in the bill after wearing requirements were amended out.

Licensing

License provisions permit a person 15-1/2 years old who has completed approved courses in automobile driver education and training, or a person 17-1/2 who hasn't, to obtain an instruction permit which allows the operation of a motorcycle on the public roads during daylight hours but not upon any freeway (controlled access road).

A Class 4 license is established for driving two-wheeled vehicles. Appropriate examinations for this license will be developed by the DMV. No doubt they will include the "rules of the road" test now used for automobile licenses or something similar plus a demonstration of reasonable ability to operate a motorcycle. Until expiration of the present license, holders of Class 3 (passenger cars and trucks), Class 2 (three-axle vehicles and busses) and Class 1 (combination of vehicles) licenses will be permitted to ride motorcycles without endorsement. We will have more special information from the DMV before the effective date of these provisions.

Training

One of the most potentially important bits of motorcycle legislation may well be HR 258 (Foran). Almost unnoticed, this resolution by the Assembly asks the Department of Education to study the feasibility of including motorcycle instruction in the operation of motorcycles in the driver training courses in the public schools. Results of the study are to be reported to the Assembly at the beginning of next session. In this half-page resolution we may well have the beginning of rider training which is available to every young person in the state. We will have further information on this study as it progresses.

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ASCOT

By Carol Sims
Photos by Dennis Greene

LACHER SNAGS SIXTH STRAIGHT

GARDENA, Calif., July 5 — Although the odds against winning six straight Expert Main Events at Ascot Park are astronomical, meteor-like Mel Lacher did exactly that last Friday night. And to lend even more emphasis to his performance, the San Diego Harley-Davidson star accomplished the feat against a full complement of returnees from the National Championship circuit — Mert Lawwill, Dan Haaby, Gene Romero and Cal Rayborn — all mounted on Harleys, too.

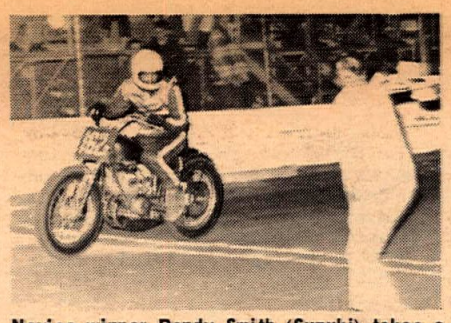
Keen spectator interest greeted the start of the Expert heats. Point leader DeWayne Keeter (BSA) cut a spray-throwing swath as he beat out Haaby in the first preliminary, then Lacher stirred up the crowd by turning back Lawwill in the second. Mel's 5-lap time was over a second-and-a-half faster than Keeter's, and neither Clyde Litch (Triumph) nor Rayborn, the other heat race winners, could come close to matching it.

Never Headed

Lacher again found the winning groove in the 3-lap Trophy Dash, leading Lawwill, Haaby and Keeter from flag to flag.

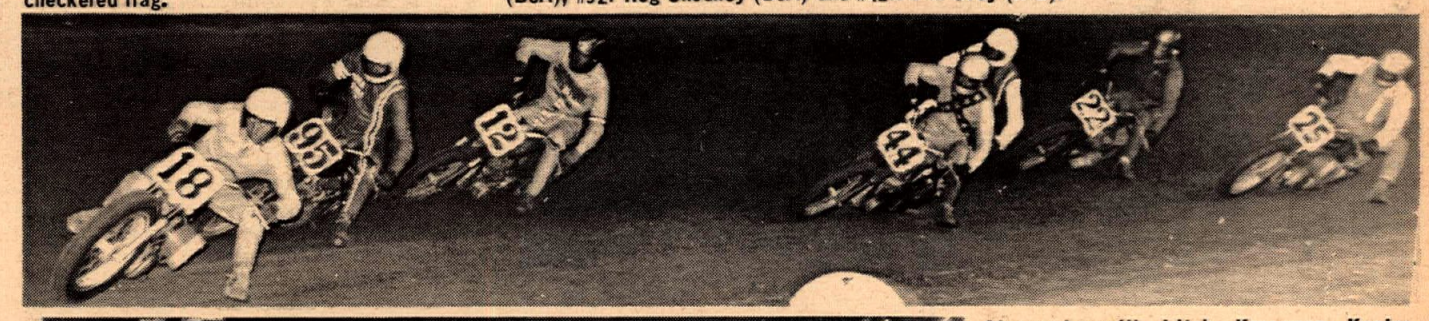
As the 12-man field flew away for the 15-lap final, Lacher's Harley was once more first into the turn, and there he stayed throughout the entire race, though Lawwill - second all the way - began to close strongly in the later laps. Mert held a healthy margin over Keeter at the finish, and DeWayne was well ahead of Litch and Ralph White (BSA), who fought it out for fourth.

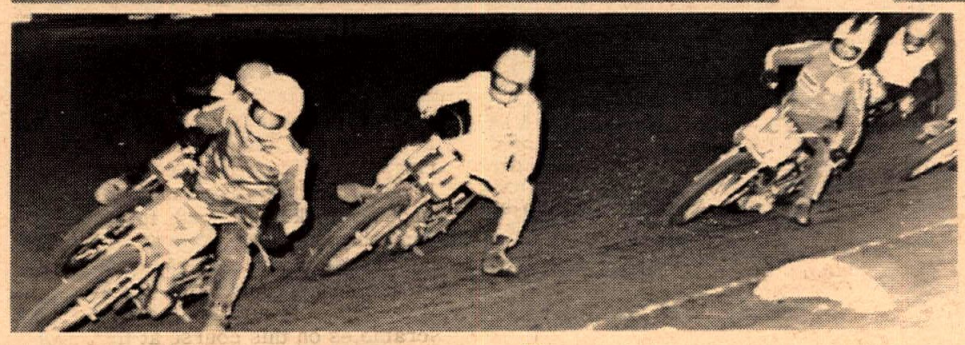
In addition to racking up three more wins, Lacher has now taken over the half-mile point lead from Keeter (1018 to 986) and holds an even greater advantage over third place BSA rider Chuck Jones and fourth place Haaby. Jones unloaded in practice and was unable to compete; Haaby pulled in with mechanical difficulties on the second lap of the Main.



Novice winner Randy Smith (Suzuki) takes a good long look at Whitey Lyons' coveted checkered flag.

Fighting for transfer spots to Amateur Main are #65r Norm Elledge (Triumph), #80y Jim Rice (BSA), #92r Reg Chosney (BSA) and #41x Bill Cody (H-D).





Above: Lawwill, Litch, Kruseman, Keeter, White, Holland and Rayborn jockey for Main Event places behind Lacher.

Left: Smith leads Aldana, Castro, Hansen and the rest of the Novice finalists to 8-lap victory.

Six, count 'em, SIX Main Events in a row have been scored by Harley-mounted Mel Lacher.

Rockwood Scores Again

The Amateur Main saw three top contenders hit the turf during the first two laps. Heat race winners Don Harms (H-D) and Marshall Jennings (BSA) fell in the north turn before completing a single lap, and early leader Geezer Emick's hopes slid out from under him in the south turn on lap 2. Emick quickly remounted and continued, soon catching the pack, but was forced out with engine woes on lap 6.

Meanwhile, Tommy Rockwood (Triumph) was building up a nice lead over Jim Rice (BSA), who had worked his way into runnerup spot ahead of Alex Chinowski (BSA), Norm Elledge (Triumph) and Jim Ashmore (H-D). Positions remained virtually unchanged for the rest of the 10-lapper, and Rockwood now holds an even greater point lead over Harms (907-700) in season standings.

Smith's Suzuki Sizzles

Keith Mashburn's hopes of retaliation for last week's defeat at the hands of Randy Smith were halted when he parted company from his Yamaha on the first lap of his heat race.

Smith proceeded to win the quickest heat, the once-a-month Novice Trophy Dash (for which Cycle News sponsors the trophy), and the 8-lap green-plate final wire to wire. Dave Aldana took second ahead of Bob Fulton, making it a 1-2-3 sweep for Suzuki - first of the season.

(Results on page 20)

TREASURE HUNT A TREAT

OXNARD, Calif., June 30 – Motorcycling fun was really on the agenda in Sunday's Treasure Hunt, held at Honda "Good Guys" in Oxnard. The event was very well attended. A large spectator group also enjoyed the family fun event.

The Sweepstakes winner was lucky Eloy Molina, from Oxnard. The remaining 9 trophies were won by: 2nd, M. Mooney, Oxnard; 3rd, L.M. Peck, Ventura; 4th, J. O'Grady, Oxnard; 5th, A. Salinas, Oxnard; 6th, R. Krusman, Ventura; 7th, J. Wiley, Ventura; 8th, R. Kelly, Oxnard; 9th, G. Barrato, Oxnard; 10th, P.L. Salazar, Oxnard.

There were also 70 other winners of the numerous merchandise prizes. The "Hidden Treasures" that had to be found once the elusive white crosses were located were a clothes pin, 3x5 card, marble, thumb tack, cup cake paper, pipe cleaner, hair pin, and safety pin.

Everyone had a ball trying to find each treasure and then deciding if they really had the right thing. The "Good Guys" are planning a motorcycle event on the last Sunday of each month. For information, call or write Honda "Good Guys," 1032 S. Oxnard Blvd., Oxnard, Cal.

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POWER BY THE GALLON

By Bob Ebeling

"Swamp Gas" and "Chemical Warfare" are a pair of common definitions for the mixtures of high oxygen content fuels used by drag racers to make that run of 1320 feet in the shortest possible elapsed time.

Some die-hard gas burners look upon the racer who uses these mixes as a cheat, or someone incapable of obtaining maximum performance from an engine without resorting to the "brew."

Nothing is further from the truth. Fuel alone will not make a winner. An untuned or inefficient engine will not develop maximum power, regardless of what you do to it. In fact, if improperly prepared you can expect a fuel burning engine's life span to be about one revolution.

There are many drag participants who would love to "tip the can," but begin to back away immediately due to a lack of knowledge in how and what to do.

Facts and Figures

NITRO (NO2) METHANE (CH4): The basic ingredient for fuel burners. Heavier than gasoline, high oxygen content, very hard to burn, produces excellent power increases due to rapid evaporation cooling and the oxygen that is released into the cylinder upon vaporizing. Method of power content calibrated on a percentage scale (density).

METHANOL (Cs H5 OH): Alcohol, used to "cut" or decrease nitro density. Produces an increase in power by cooling the combustion chamber with rapid evaporation.

PROPYLENE OXIDE: Igniter! Low flash point, boils at approximately 50 degrees Fahrenheit. Addition to nitro methane automatically reduces nitro density.

BENZOL (C6 H6): Crude benzene. Used to decrease nitro density and promote ignition by increasing combustion temperatures. Extremely high carbon or ash content.

HYDROMETER: Instrument for measuring the density or percentage of nitro methane.

All of these fuels should be handled with care, but the propylene oxide deserves the greatest respect due to its low flash point. Always avoid contact of all fuels to the eyes or mouth. If such a thing occurs, immediately contact your physician.

Industrial chemical distributors and some auto speed shops are the common outlets at which the fuels can be purchased. When nitro methane is purchased, it is rarely pure 100 percent stuff. Some state laws require that 2 percent alcohol be added so that it can be transported safely. The average racer burns a mix ranging from 70 to 90 percent of pure nitro. Of course, if he purchases a gallon rated at 98 he must "cut" or reduce the amount of purity. This is done by adding one of the three additives. "P.O." (propylene oxide), "Alky" (methanol) or Benzol.

In illustration #1 you will find a chart which provides the most accurate means of mixing fuels and determining what the resultant nitro percentage is. This is the most accurate method of measurement. If you have 10 oz. of nitro and 10 oz. of alcohol and mix together, there of course is a 50% nitro brew (not counting the two percent dealers have added). This never changes, regardless of temperature.

The measuring tool called a hydrometer is not as accurate, but is handy expedient in measuring what you have. With no measuring cup available and an additive is merely poured into the nitro, there is no other way of determining a resulting percentage. But the hydrometer is calibrated at a certain temperature, usually either 68 or 78 degrees Fahrenheit. If the fuel temperature increases the percentage reading will be lower and, inversely, if the temperature decreases the reading is higher. As a result you should have a mercury thermometer included in the same box as the hydrometer and always measure the fuels' temperature before reading the percentage. In illustration #2 you will find a correction chart that will enable you to make corrections of the percentage reading in regards to the fuel temperature.

Illus. #2

CORRECTION CHART

	50°	60°	70°	78°	80°	90°	100°	110°	120°
A	40°	50°	60°	68°	70°	80°	90°	100°	110
100	106	104	102	100	99	97	94	92	90
98	104	102	100	98	97	95	93	90	88
90	97	94	92	90	89	87	85	83	80
80	86	83	82	80	80	77	75	73	70
70	75	73	71	70	70	68	65	63	61

Correction Chart for hydrometers calibrated to read 100% at 68 & 78 degrees Fahrenheit. "A" column down reads true percentage of nitro. Top column across is fuel temperature in (°F) for 78° hydrometer. Second column across is fuel temp. in (°F) for 68° hydrometer.

The hydrometer can usually be obtained from the same outlet that sells fuels.

Benzol and P.O. can be used as cutting agents but a great deal of care must be used in the amounts. Benzol is the least dangerous to engine life but is not good in excessive amounts due to the amount of carbon residue that remains after combustion. It is ideal for adding when the weather becomes cool or damp. Nitro and alcohol are engine coolants, while benzol increases temperatures. Also, nitro is very hard to burn and benzol helps to ignite the mix. P.O. can be used in more generous quantities in direct proportion to air temperatures. I have used straight P.O., cutting down to 80 percent on extremely cold days. P.O. has a fantastic rate of expansion and the resultant chamber pressures are hard on pistons, rods and lower ends; also, the combined cylinder heat has been known to burn holes in the most well-reinforced piston domes. Even in the warmest temperatures there is no harm in running about one ounce per gallon, to insure proper ignition of the nitro. In mild weather, a day of approximately 80 degrees, I have run 50/50 cutting mixes (half alcohol, half P.O.) and have suffered no ill results, but rather a great edge in power over those reluctant to use P.O.

A quick look at what happens in the combustion chamber when nitro and alcohol are introduced will produce a better understanding of why there is a great power increase.

Alcohol alone will produce an increase of about 20 percent in produced horsepower. When alcohol is taken through the intake valves on the induction stroke, it comes into contact with hot combustion gases that have not been exhausted and also the piston and cylinder walls that have retained heat. The alcohol immediately vaporizes and absorbs the cylinder heat, causing the once-heated and expanded gases to cool and shrink allowing more room for a greater incoming quantity of fuel. Of course, the jets must then be larger and power output is in direct relation to the quantity of fuel correctly used and burned. With today's gasolines and their improved octanes, alcohol will provide no greater compression ratio usage. Ten-and-one-half or eleven-and-a-half to one seem to burn gasoline as well or nearly as efficiently as alcohol, but gasoline will not cool and create the demand for a greater volume efficiency. Nitro methane has the same cooling properties as alcohol but goes one step farther in creating power output. About one half of the liquid is air! When the nitro hits those hot combustion surfaces and vaporizes, the oxygen content is released. The cooling process is accomplished as with alcohol, but also oxygen is added to the cylinder. It's greatly like supercharging, or forcing great quantities of air into the chamber and thus creating the demand for more fuel. Alcohol cools and creates the demand but nitro does not only that, but provides additional air in the cylinder due to its own chemical properties. Average main jet size for alcohol is .055, while nitro takes a main jet bore of approximately .160 (thousandths of an inch).

Engine Modifications

Nothing in the engine needs to be changed other than the carburetion system, plug heat range and a hot enough ignition spark.

Magneto ignitions if in top shape always seem adequate but some coil ignitions just do not provide enough spark. Use the hottest coil unit you can obtain and efficient burning will be guaranteed.

Ignition timing seems to be immaterial, for I have seen spark leads run from 38 degrees advance to 55 degrees and the power output is almost unchanged.

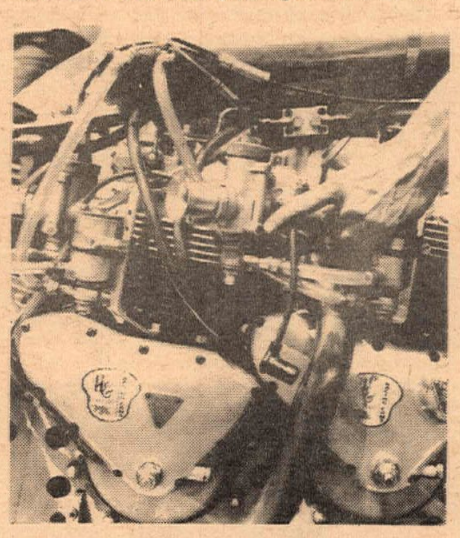
Spark plugs required for burning the fuel mixes are generally a mimimum of two ranges colder and maximum of four. The perfect heat reading of a plug will range from a darkest shade of ash grey to bone white without blistering the plugs' porcelain.

The greatest and really only problem in fuel burning is the carburetion system. Nitro is heavier or more dense than gasoline, thus the floats rest higher when suspended in the liquid. The float level must then be changed and you just cannot change this efficiently in some carburetors. Remote floats are the ideal, for they can be raised and lowered at will.

Any four-stroke engine from 250cc upward in displacement will run fuel with a main jet size of .160 thousandths. The jet size need never be changed, for the rich or lean condition can be regulated by altering the nitro methane percentage. The lower the percentage the richer the mix; a higher percentage, a leaner mix.

If you have a .160 main jet and run an 80 percent mix that shows lean on a plug reading, alter the mix to 75 percent or 70, 60, 50 until the proper air fuel ratio is obtained. Inversely, if rich, proceed in the opposite direction of percentage.

Oh, but wait! Having only the main jet at .160 is not enough. If the fuel tank's petcock is only .140 or the needle jet of a similar smaller size than main jet, then fuel supply to the engine will not be sufficient. All fuel passages from tank to jets must be opened to the same diameter. Unfortunately many carburetors do not have enough meat to allow jet bore diameters so large. Ideal carburetors for altering to burn fuel are the Amal G.P.'s or T.T.'s and the Dellorto carbs with remote bowls. For Harley-Davidsons, the L&L units.



Illus. #4 – Custom jets for Amal carburetors.

In illustration #4 you will see a jet alteration that can be custom made for the Amal carburetors and enable easy jet changes.

As I said, you can run with only one jet size, but it is not the ideal way of tuning. Changing of the main jet is recommended.

An additional change required in some carburetors is the plugging off of the idle passages and any air bleed passage. If the idle adjustment is by air, plug it. The nitro contains enough oxygen of its own. If the idle is left open it will be impossible to add enough fuel for proper combustion. The air bleed in G.P. and T.T. type carburetors adds the same type problems. With it open, the fuel de-

Illus. #1

LIQUID MEASUREMENT TABLE FOR MIXING FUEL PERCENTAGE

NITRO	ADDITIVE	PER CENT	QUANTITY
26 oz.	6 oz.	80	1 Quart
27.5 oz.	4.5 oz.	85	1 Quart
29 oz.	3 oz.	90	1 Quart
30.5 oz.	1.5 oz.	95	1 Quart
103.5 oz.	25.5 oz.	80	1 Gallon
109 oz.	19 oz.	85	1 Gallon
116 oz.	12 oz.	90	1 Gallon
121.5 oz.	6.5 oz.	95	1 Gallon

One half of the additive methanol or benzol, balance P.O. is considered a "super mix".

Ill. #3

JET AREA CORRECTION CHART

Jet Dia. (In.)	Area (Sq. In.)	Jet Dia. (In.)	Area (Sq. In.)
.145	.016513	.166	.021642
.146	.016742	.167	.021904
.147	.016972	.168	.022167
.148	.017203	.169	.022432
.149	.017437	.170	.022698
.150	.017672	.171	.022966
.151	.017908	.172	.023235
.152	.018146	.173	.023506
.153	.018385	.174	.023779
.154	.018627	.175	.024053
.155	.018869	.176	.024329
.156	.019113	.177	.024606
.157	.019359	.178	.024885
.158	.019607	.179	.025165
.159	.019856	.180	.025447
.160	.020106	.181	.025730
.161	.020358	.183	.026302
.162	.020612	.184	.026590
.163	.021124	.185	.026880
.164	.021124		
.165	.021383		

mand is a quantity that cannot be provided and as a result it must be plugged by adding or tapping and setting in a screw type plug. T.T. and G.P. carbs demand only one plug as in illustration #5.

Since fuel is heavy, a greater vacuum is generally required to draw the flow from the needle jet and a slide cutaway of 1/16" greater height is recommended.

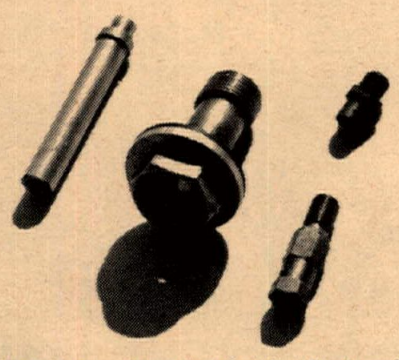
Proper Jetting

A help for top performance is obtained in the use of an air density meter. This is nothing more than a barometer which measures the combination of air temperature and humidity and reads it out on a scale calibrated for easy reading. The outstanding manufacturers of such an instrument are K & D Accessories of Longview, Washington.

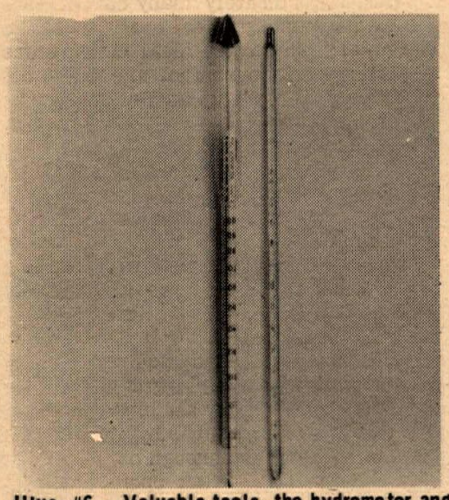
As the ratio of temperature and humidity increases, your fuel demands are increased in an exact proportion. Six percent increase in density, six percent change in a richer main jet area.

Example: If you are tuning during the day and air density reads 90%, your jetting is a .060 main jet for best running results. Later you check the density meter and find it has changed to 96%. The density has increased by 6% and this is in direct proportion to the change now required in the area of your main jet.

A main jet of .060 in. has an area in fractions of an inch of .1002827 and 6% of that is .0001696. Add that 6 percent sum to the area of the main jet and you have the required area increase.



Illus. #5 – Plug location for Amal carb on idle passage.



Illus. #6 – Valuable tools, the hydrometer and thermometer.

Example: .002827 plus .0001696 equals 0029966

That answer is equivalent to a jet bore diameter of .062 inches. The main jet area change of .002 in. can produce a good deal of running difference. In illustration #3 we have provided a chart that will enable easy computation of the required jet size changes.

Remember, if the air density increases, richen up. If the density decreases, lean it down.

In summation of this fuel-burning thesis I leave one thought: Don't sniff it, burn it!

ELDORADO PUZZLER: WHY CAN'T DEBBIE JACKLINE RIDE?

By Bobbie Kelly

SACRAMENTO, Calif., June 22 – What may sound like slight bias coming from another female certainly is not intended to be so, for there were several fellows asking the same question at Eldorado Raceway. It seems as if someone has come up with a ruling regarding female cycle riders having to race against other females and not racing with the men. What we all were wondering about was why they had let Debbie Jackline race this long, and work herself up to second place in the point standings in the 100cc Amateur/Expert Class, and then to suddenly say she could not participate with the fellows any longer.

Tain't Fair!

If Debbie were some reckless, foolish gal who had endangered her fellow riders and had no respect for the sport, perhaps we could understand, but Debbie is not this way. I have seen times when Debbie has been just as thrilled to see her competition take a win over her and she is one of the first to congratulate any riders. The Fort Sutter M.C. was in charge of the June 22 races, and some of the Sacramento Trackers club members were also present (this club runs the show on alternate weeks), and none of these racers could see why this happened either. Let's all hope for Debbie's sake that this can be straightened out so that we can all enjoy her splendid riding once again.

During intermission between the semis and the Main Events the spectators were treated to an exhibition of "wheelies" performed by some of the racers. Paul Randall of Vallejo went the farthest on his Honda. We even saw one bike do its own wheelie! Its owner slid off nice and softly to land sitting on the track, unhurt, as his bike performed on its own until it was resecured by another rider.

Mass Pileup

Sparky Pinola did it again tonight! He placed third in his heat and made a 4th in the Main. Neither Terry Henry nor Jerry Helwig, who took first in their heats in the 100cc Novice class, finished in the top four. This could have been due to the fact that Mike Rooney and his Bridgestone took a fall in the first turn of the 3rd lap. Even though the red cross flag and the red flags were out some of the racers did not slow down, resulting in a mass pile-up a couple of laps later. Mike's dad, Steve, does the announcing for the races and I imagine it was pretty hard for him to be up on the hill and not able to be down there with the rest of us, plus Mike's brother Pat also rides in this class. The first 4 places were awarded to the racers who were holding those position before the mishap.

Due to the fact of only 3 riders entered the 100cc Amateur/Expert class they combined classes. In the heat Ken Roberts (Suzuki) took it all the way, and when it came to the Main Event Roberts was sitting on the 5-yard handicap line for the 100cc's with Mike Ellis (Yamaha) back 5 yards farther back for the 200cc class. For the first two laps of the Main Jim Polli (Bultaco) was able to keep in front but going into the third lap both handicapped riders were out there leading the pack, showing that they well deserved their wins. Both Roberts and Ellis are currently holding top points in their respective classes.

In the 200cc Novice, Milan Vickers and Joe Ball went all the way in the heat race and also when it came to the Main Event. Milan had a 5 yard handicap going into the Main event that didn't hold him back though as in the second lap and from then on he held his own to come in first in the Main.

In the first 250cc Novice heat we saw a three-way battle between Sam White, Mike Waltkamp and Cal Simpson Jr. Sam placed first in his heat but when it came to the finals he wasn't as fortunate and didn't place in the top four winners. In the second Heat Gale Gibbs, Vallejo. and Manuel Fernandez, Rio Vista made their stand to appear in the Main and even though in the Main Gale was faced with a 10 yard handicap he still made it through the pack to take his usual first place.

The 250cc Amateur Class, Joe Henry right out there all the way again, not only in his heat but in the finals also. Plus that ever faithful cheering crowd were on hand again for the Henry Brothers. In the Main event we found Joe Henry, Sacto and Jerry Henry handicapped 5 yards along with Dick Lewis of Manteca sitting on the 5 yard handicap line. In the first lap we found Jerry O'Connell, Sunnyvale holding the two fellows behind him but going into the second round it was a bike to bike race between Henry and O'Connell. In the third round Henry made his move and got into first place which he was able to hold the remainder of the race with O'Connell holding second and Dick Lewis of Manteca holding third place for the remainder of the Main.

In the 250cc Expert class a real change took place. Phil Hinkle placed in his heat but when it came to the Main that 15-yard handicap just proved to be too much for him and he didn't place in the top 4. George Carter and his Yamaha held first place all through the Main and Mike Corcoran was second from lap two on, so these two fellows from North Highlands more or less dominated the 250cc Expert scene.

(Results on page 20)

m/B SCRAMBLES

SHORT TRACK
ELDORADO
RACEWAY
JUNE 22, 1968
100
NOVICE CLASS
1st
JOHN GRANT M/B

SUNNY VALLEY TT SCRAMBLES
JUNE 30, 1968
100 CLASS
1st DON THUMLER M/B

SALINAS RAMBLERS HILLCLIMB
JUNE 30, 1968
100 NOVICE CLASS
1st TOM SAWYER M/B

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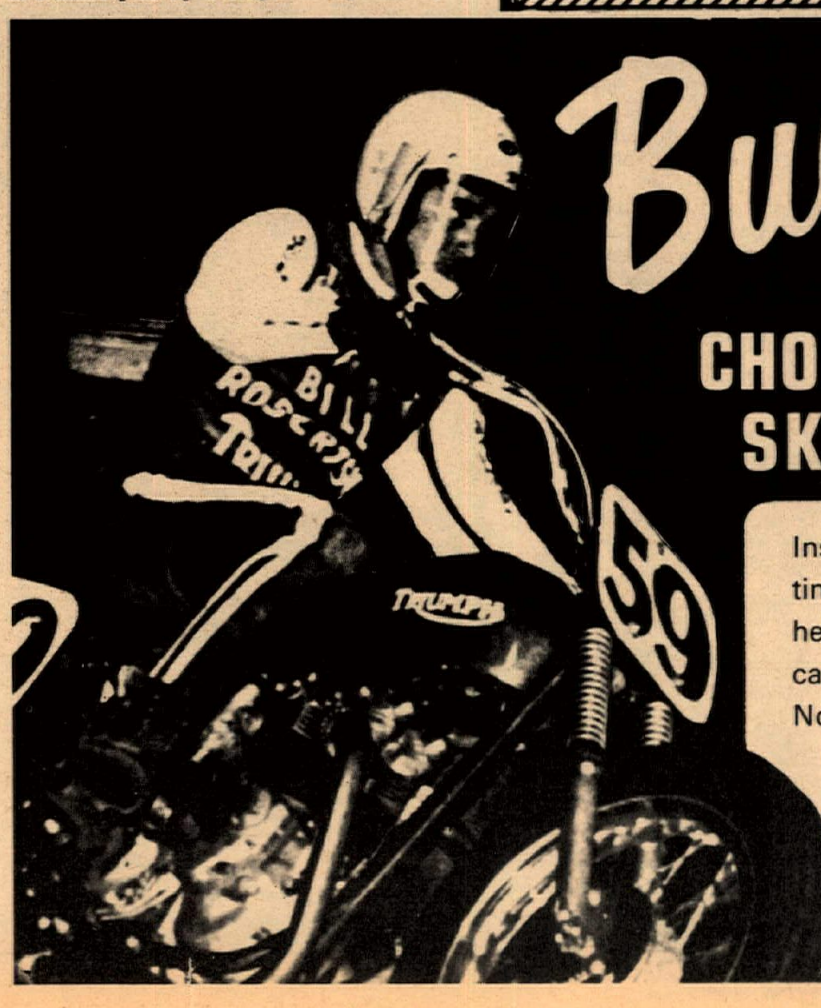

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10-MILE NATIONAL

CONTINUED FROM PAGE 1

Charities have come a long way since 1939, and so has motorcycle racing, believe it or not. One of Mr. Foley's last official acts before retiring as head honcho of the 10-Mile National on June 30th was to deny a poor newsboy permission to earn a few pennies selling papers (not this one) at the race.

No official attendance figures are available, but the crowd that filled the tiny grandstand and sweltered in 100-degree heat all around the half-mile guardrail was conservatively estimated at 20,000.

We'll get to the races in a minute, but did you know that June was Motorcycle Safety Month in Ohio? This proclamation, signed by Governor James A. Rhodes, was kept secret from the press until the day of the race, coincidentally the last day of Ohio Motorcycle Safety Month. Another great public relations coup for motorcycling!

Meanwhile, in the racers' pits, all was not well with Bart Markel's machine. After winning the 7-Star race at nearby Troy, Ohio the night before, Bart was expected to do it again in the 10-mile. But something was wrong with his elaborate new dual carburetor setup, so he took it off. He was running a swing-arm rear suspension which didn't seem to help any either.

Gary Nixon had blown one Triumph the night before at Troy. When asked if he was riding his number 2 machine in the National the Grand Champion shrugged, "They're all about the same." Nixon is one of the few National contenders who still uses a rigid frame on his motorcycle.

Dan Haaby's mount was down about 1500 rpm in the moisture-laden atmosphere and his tuner Gary Bray looked worried.

As practice and time trials wore on, a hard black groove, about one motorcycle wide, developed next to the pole. It was going to be another no-passing track. Old Timers reminisced about when there used to be haybales on the pole during practice to force the riders to lay down a wider groove. With the innocent, eager race fans plastered against the chainlink fence a few feet away from the turns it was probably just as well not to encourage too much four-abreast passing. But the wide-groove idea should be remembered for tracks where spectator safety is not such a problem.

The first Expert heat race confirmed Bart Markel's fears. He ran fourth and had to take a disgusted third in the semi to even make the show.

East's Best Meets West

Fred Nix got a good start and held off Nixon in the second Expert chase. And Ronnie Rall, the local favorite, seemed to be having a good time running away with the third heat. Harley-Davidson riders outnumbered the Triumph boys, but the 500cc overheads were winning their share from the 750cc side-valvers. Even Ohio's "unbeatable" Larry Darr took a heat race 2nd place to steaming Mark Brelsford, out from the west coast. But young Darr came back for another helping and won the Amateur final, to the loud satisfaction of the partisan crowd.

When they lined up for the final it was Nixon, Triumph, on the pole next to Fred Nix, Harley-Davidson. Then Mert Lawwill, Harley-Davidson, Cal Rayborn, Harley-Davidson, Dick Mann on the lone BSA, brothers Chuck and Larry Palmgren, on Triumphs, Elliott Schultz, Harley-Davidson, and Rall and Markel, Harley-Davidson.

Starter Duke Pennell did his thing and it seemed like the only question was "who'll be first into the turn?" It was Fred Nix and soon the parking lot began to empty. Nixon was next, alert for any mistake on Fred's part, but AMA racers are like big league ballplayers. They seldom fumble. Nix held neatly to the groove for 15 laps until a prayer from the Triumph fans was answered and he overshot corner four – not much, just an inch or two.

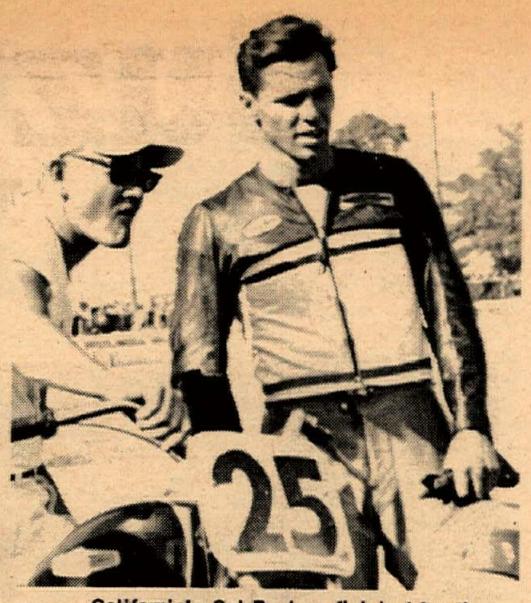
Nixon Nixes Nix

That was all Nixon needed to slip past Nix. Fred seemed rightly pleased at his final position in the pay line, as was Mert Lawwill, who gathered a solid third.

So Gary Nixon now follows the National Championship hot-dog trail west, with a two-point lead on his road race rival Cal Rayborn. There will be more sleepless nights and hot afternoons before they meet again with road race fairings at Indianapolis August 4. Can Cal sharpen his considerable dirt track talents to challenge Gary on the ovals? Who is better at TT's? And what about Markel; can he beat the westerners again on their home ground? Stay tuned to this newspaper and find out!

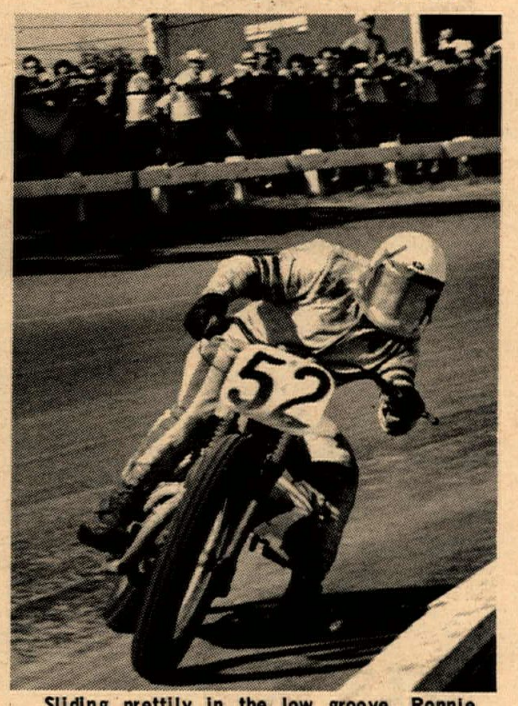
(Results on page 20)

Amateurs take off, winner #40f Larry Darr (H-D) on the pole.



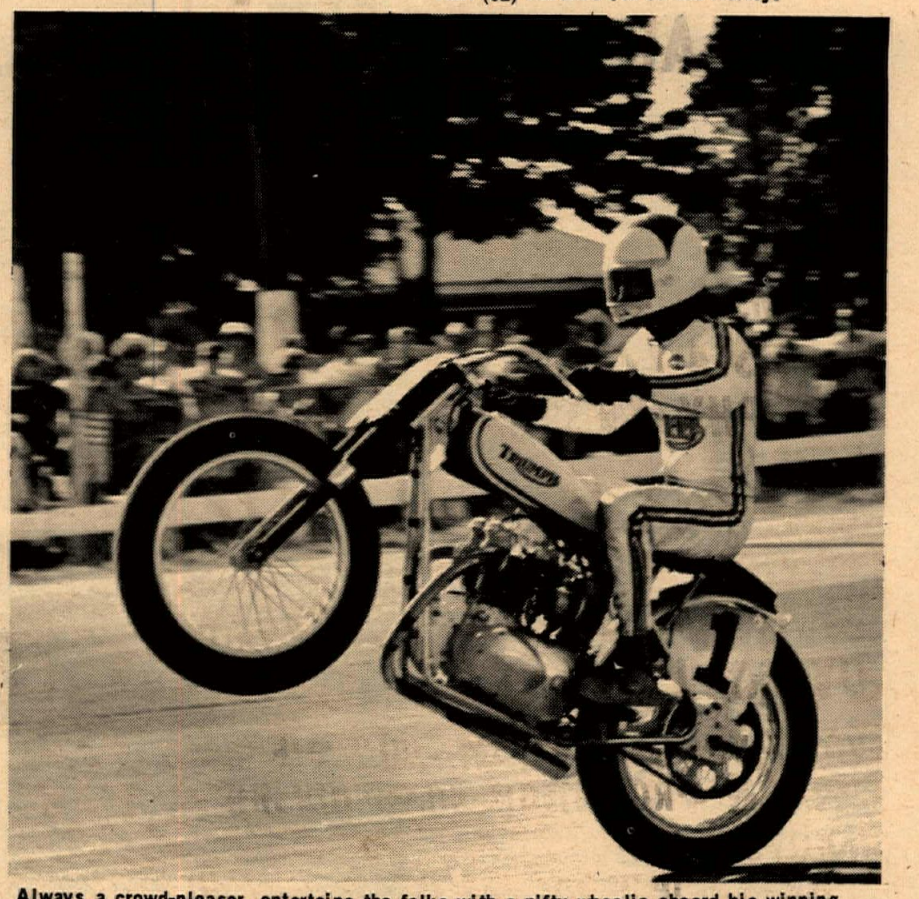
California's Cal Rayborn finished fourth.

Harley-mounted Larry Darr (40f) beat out Triumph rider Mark Brelsford (47y) for victory in 16-lap Amateur final.

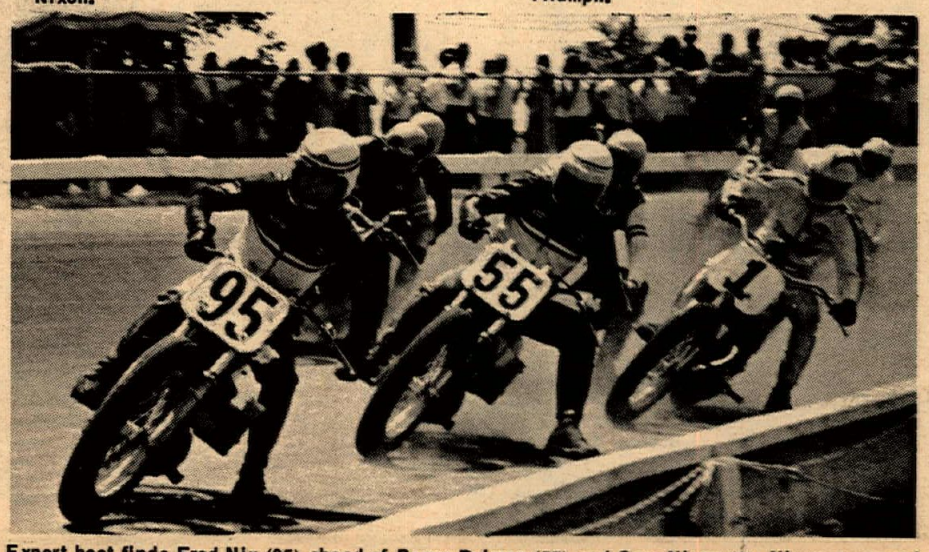


Sliding prettily in the low groove, Ronnie Rall (52) finished 9th on his Harley.

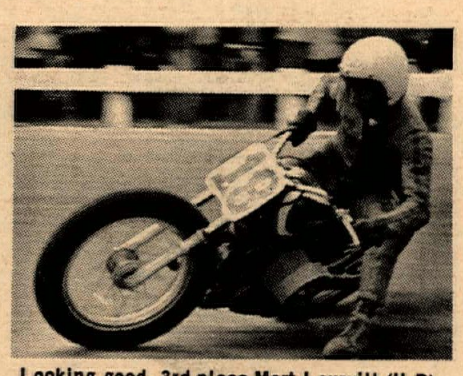
Determination which brought him victory is evident in trophy presentation shot of Gary Nixon.



Always a crowd-pleaser, entertains the folks with a nifty wheelie aboard his winning Triumph.

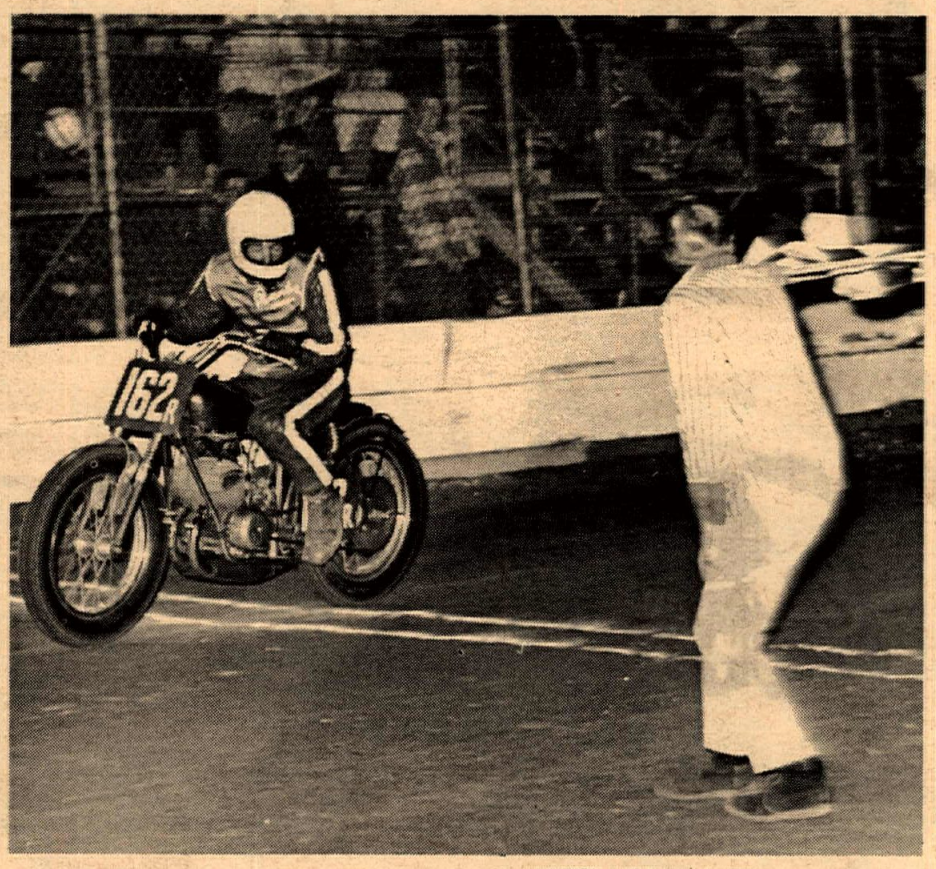


Expert heat finds Fred Nix (95) ahead of Roger Reiman (55) and Gary Nixon (1). Nix won, wound up 2nd in the 10-Mile National.



Looking good, 3rd place Mert Lawwill (H-D).

Suzuki makes it! VICTORY!



TAKES 1 - 2 - 3 NOVICE MAIN EVENT

ASCOT PARK - JULY 5, 1968

HALF-MILE NOVICE MAIN EVENT

1st RANDY SMITH - SUZUKI

Randy rides for Ventura Suzuki Sales. This was the second week Randy has won the main. This week sweeping his heat, the Trophy Dash and Main Event.

2nd DAVE ALDANA - SUZUKI

Dave took his heat, finished second in the Trophy Dash and second in the Main. Dave rides for Irv Seavers in Santa Ana.

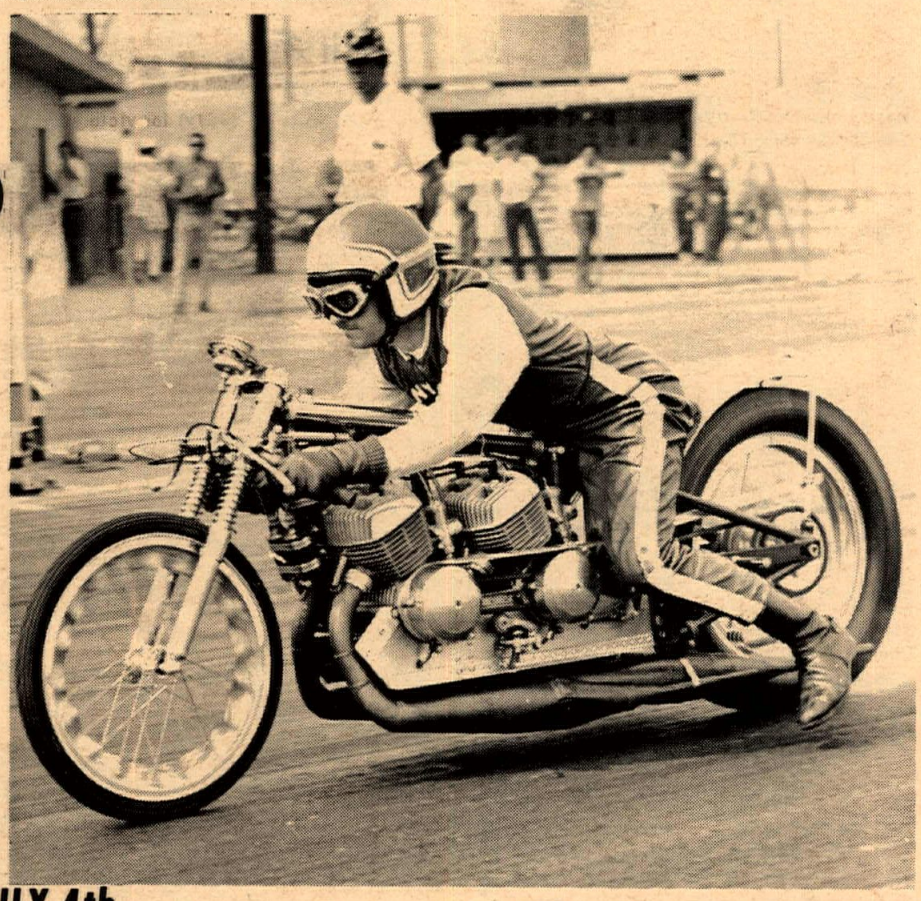
3rd BOB FULTON - SUZUKI

Bob won his heat, took fourth in the Trophy Dash and third in the Main.

SETS TOP TIME AND SPEED

LIONS DRAGS JULY 7, 1968

TOP BIKE TEAM OF NICOSIA AND MURPHY - SUZUKI



MORE CLASS WINS

C STOCK
SOMMERS-SUZUKI
(Riding for Three Star Suzuki Sales)

D MODIFIED
CASH-SUZUKI

E MODIFIED
LINN-SUZUKI

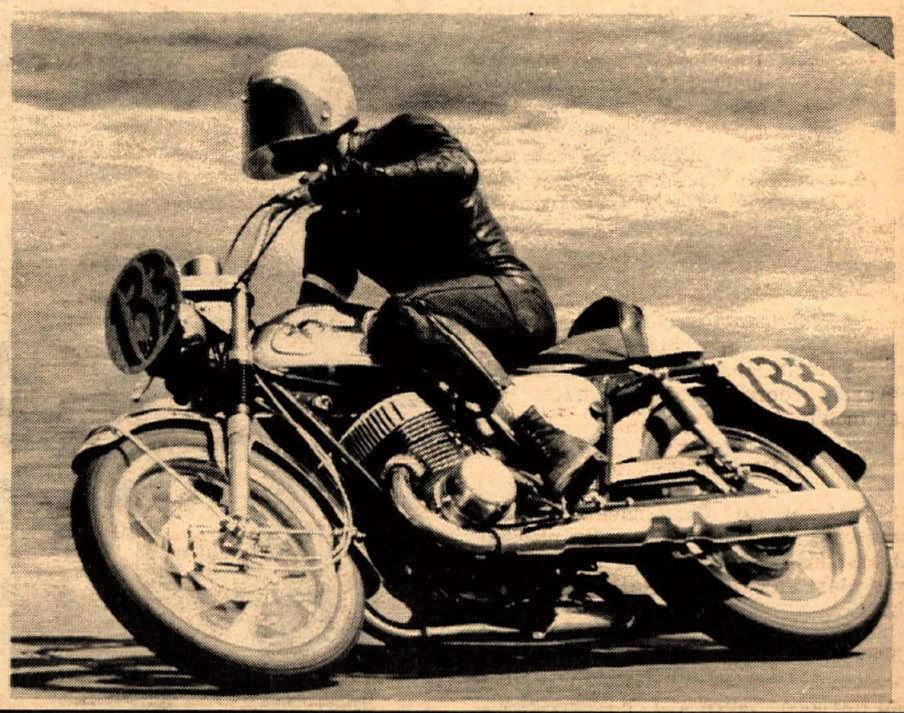
F GAS
ZEMAN-SUZUKI

TAKES 1st and 2nd OVERALL

VACA VALLEY RACEWAY - JULY 4th
250 MILE PRODUCTION CHAMPIONSHIP

1st OVERALL
DAVE BURCHARDS and ART BAUMANN SUZUKI 500/5

2nd OVERALL
RON PIERCE and RON GRANT SUZUKI 500/5



Dave Burchards and Art Baumann riding for Munroe Motors defeated machines of much larger displacement to go on to victory.

SUZUKI

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FIRECRACKER INT'L MOTO-CROSS

Story by Maureen Lee
Photos by John Shedd, Maureen Lee and Dennis Greene

Above: First turn at the top of the hill.

Below: The flag has dropped and off they go.

Torsten Hallman and his Husqvarna were masters of all they surveyed at Saddleback.

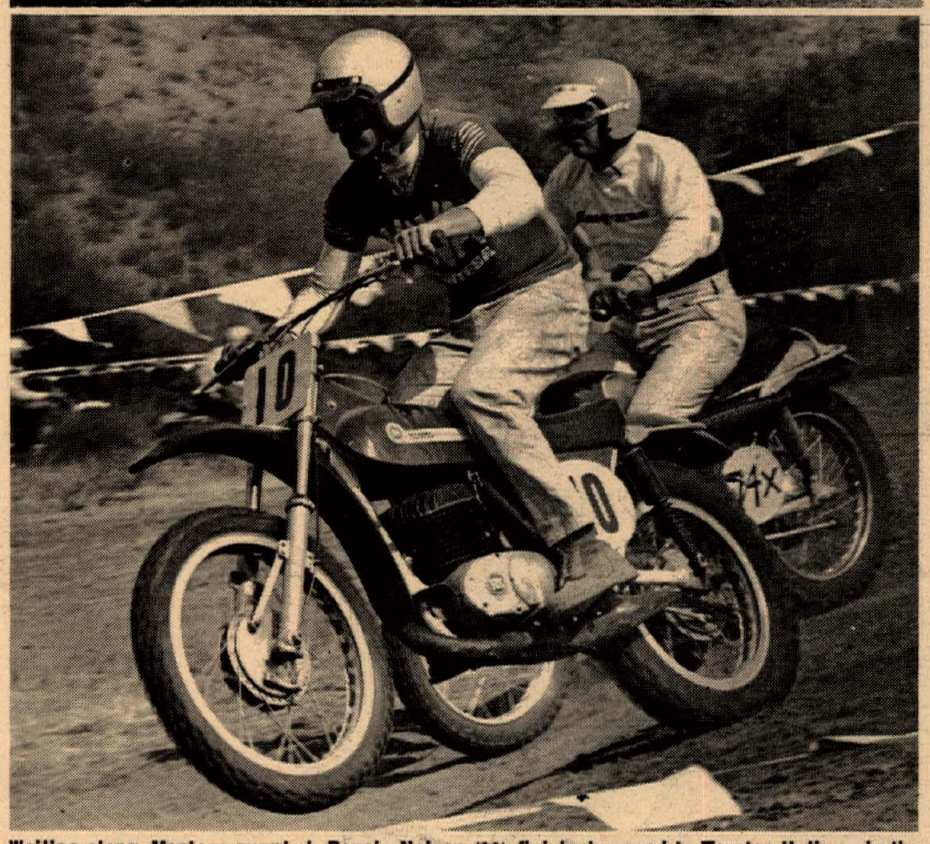
CORONA, Calif., July 4 – Torsten Hallman remained undefeated in California as he rode 1968's first International moto-cross at Saddleback Park. However, Hallman was to find out that the competition is getting stiffer here now with some of the local riders putting in a lot of time on improving their efforts in events such as these.

Promoted by Edison Dye, the Husqvarna distributor, and using some of the ACA workers, the day ran off fairly smoothly with only some minor difficulties regarding some of the FIM licenses (mandatory to compete in an International) although we know for sure that one of the Senior riders doesn't have one but managed to get by the officials.

After riders meeting, the rounds began with the 0-125 Juniors who also received their share of prize monies at the end of the day. The win went to Ken Greene on a Power Research Kawasaki and it was a win well earned. This was a harder fought tussle than the Senior division with Bruce Baron (Hodaka), Dean Goldsmith on one of the new little Harleys, Jeff Creager (Guazzoni) and Bruce Johnson (Hodaka) all out after their share of the glory. Money was paid back to fourth position so Creager was last man to get some of the gold.

Larson Leaps In

A new (to us) machine won the 0-125 Senior division and it's a real little beauty. Lars Larson on a Penton Sachs did the job with Gary Bailey (Hodaka) ending second. Bailey was way back first round but on the second he and Larsen really had it and Bailey tried hard but just couldn't outdo the Swedish rider. David Aldana (Suzuki) got away dead last on the first round but by the end of the 20 minutes had worked his way up to seventh. Eric Jensen (Hodaka) took third and Bud Willis (Bultaco) fourth. To complete a variety of machinery in the top finishers, Tim Hart (Guazzoni) ended fifth.



Wailing along, Montesa-mounted, Ronnie Nelson (10) finished second to Torsten Hallman in the Open Senior race.

Tim Hart (Guazzoni) gets in trouble ahead of Gary Bailey (Greeves).

One of the best races of the day was the first round of the 250 Junior. Three riders carrying colors of local motorcycle clubs were scrapping. San Gabriel Valley's Kurt Lohmeyer (Bultaco), Stumpjumper Bob Maynard (Husky) and Checker Lynn Fortner (Husky) were really mixing it up, but charging along a little ways back was eventual winner, Ken Greene again on a Kawasaki. Maynard went into the lead at about the 15-minute mark of the 25-minute round and then Fortner had the bad luck to throw his chain by the tower, putting him out. Greene was now in third but soon took over first only to be re-passed by Lohmeyer at the very top of the course. We heard more cheering during this race than any other! It was a good one!

Torsten Tops 'Em

There were crowds of spectators all around on the hills, the parking lots were jammed, and finally the men they had all come to see were on the line. Torsten Hallman and two-time 250cc World Champion Bill Nilsson, along with the cream of the local moto-cross riders; Gary Conrad, Ray McCarty, John DeSoto, Russ Darnell and J.N. Roberts, just to mention a few. Hallman had no trouble with that class riding as he always does with supreme coolness and concentration and proving again why he is World Champion. On the second round and at about the second lap his rear wheel began to fail and from where we were standing you could see it shuddering about as he pulled out of the turn and headed for the jump. It no doubt affected the Husky's handling considerably but it didn't shake Hallman! Gary Conrad on a Husky did a beautiful job and got second with Russ Darnell (Husky) third. Bill Nilsson ended fourth and John Kenyon fifth. As we said before, our California riders have been doing some homework!

"Glamour" class is of course the 500 Senior. The start of the first round gave local supporters a near heart attack. First up the uphill starting area and pulling away was Team Montesa's Ron Nelson and Eddie Mulder just flat flying. By the time they reached the very top of the course Hallman was still caught in the gaggle behind and then unhappily, Mulder got into a spot of trouble and in leaving the course just nicked one of the steel posts erected to hold the course marker

World Champion Torsten Hallman (1) battles it out with factory Montesa rider John DeSoto.

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Above: Making initial U.S. appearance, Sweden's two-time World Moto-Cross Champion Bill Nilsson (Husky) took 4th in 250cc Senior, 5th in Open Senior.

Below: Ken Greene won both Junior classes, 0-125cc and 250cc on Kawasakis, and was mighty impressive in doing so.

strings. If it had been of softer material, which would still serve the purpose, Mulder probably wouldn't have suffered quite as much damage; still he finished the round, but with a little finger that looked broken and some damage to the bones further up into the hand and he was unable to make the second round. This left Nelson blazing away up front and not looking around to see if anyone was coming. Hallman started after him 13 seconds behind and lap after lap knocked 3 seconds off! Steve Scott (Bultaco) had a good race with Nilsson until Steve just plain ran out of steam. Chuck Minert also took on the Swedish rider with Bruce Jackson (Greeves) within shooting distance. At the blue flag Hallman finally nailed Ronnie and went on to the win.

Rear-wheeling Checker bounds along the Saddleback course, mounted on a BSA.

Second round Nelson again flew into the lead and held it for a lap and a half with his Montesa showing more steam in certain sections of the course than Hallman's Husky but finally Hallman passed him on one of the downhill off-camber section and Ron fell in behind him. These two, however, still remained way ahead of the rest of the riders who were probably having more fun behind! Overall results found Hallman the winner, Nelson second, Chuck Minert (BSA) third, Lars Larsson on a Husky that maybe could have been Hallman's 250 ending fourth, Bill Nilsson fifth and an "independent" Montesa ridden by Don McCarley fifth. As the Europeans didn't receive prize money, our local riders did very well!

Open Junior class went to Maico rider Jeff Willis; he beat out Ed Walker (Triumph) who had done so well the Sunday before over the same course.

Swedes Like Saddleback

Both of the Swedish riders expressed approval of the Saddleback circuit, Hallman saying it was one of the best he had ridden here. "It is very hard surfaced and you get tired on it but it is a good course." Both he and Nilsson didn't care for the dust and you can bet no one else did either. In spite of determined efforts to keep sections watered down it got bad. As Nilsson told us "When it gets like that I slow down. I like to see where I'm going." But in the winter that course is going to be great.

The day ended with the purse and trophy presentation and everyone went home happy. We can't wait now for the next International. Hallman said he wants to bring about ten with him next time, including two of the Russians, so local riders, let's double up on our homework! It's starting to show fruit. We didn't get so badly bashed about a bit this year as we did two years ago when Hallman first came over here.

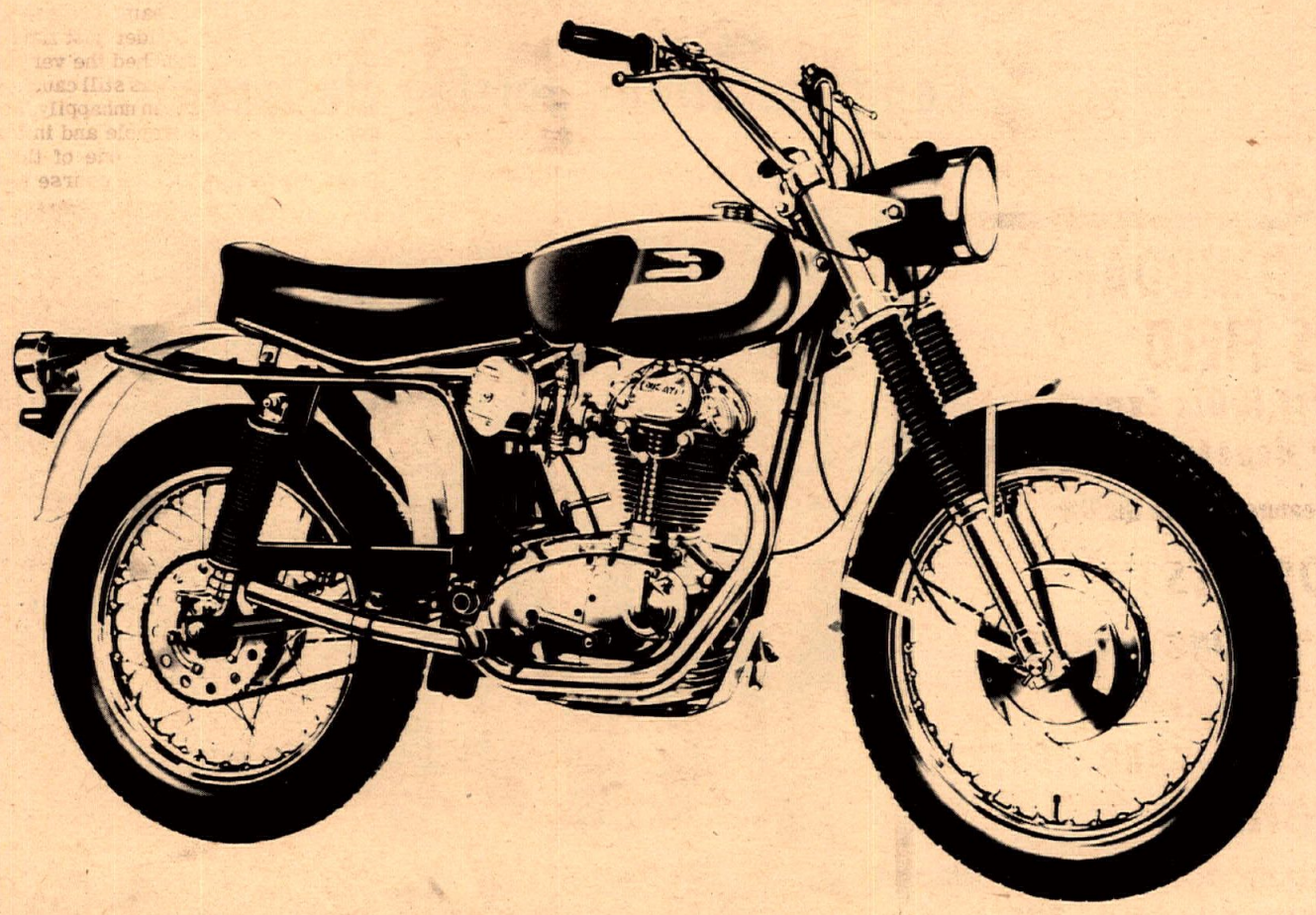
(Results on page 20)

Bob Maynard displaying his own unusual style in 250cc Jr. race!

RIDE A WINNER

DUCATi

The Thoroughbred of Motorcycles.



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DUCATI WINS

SHORT TRACK
ELDORADO RACEWAY
JUNE 22, 1968
250 AMATEUR CLASS
1st JOE HENRY – DUCATI

TT SCRAMBLES
PERRIS, CALIF.
JULY 4, 1968
1st J. SANBORN – DUCATI

ROAD RACES
WILLOW SPRINGS
JULY 7, 1968
175 G.P. CLASS
1st RALPH LeCLERQ-DUCATI

250cc & 350cc - All O.H.C. 4-CYCLE

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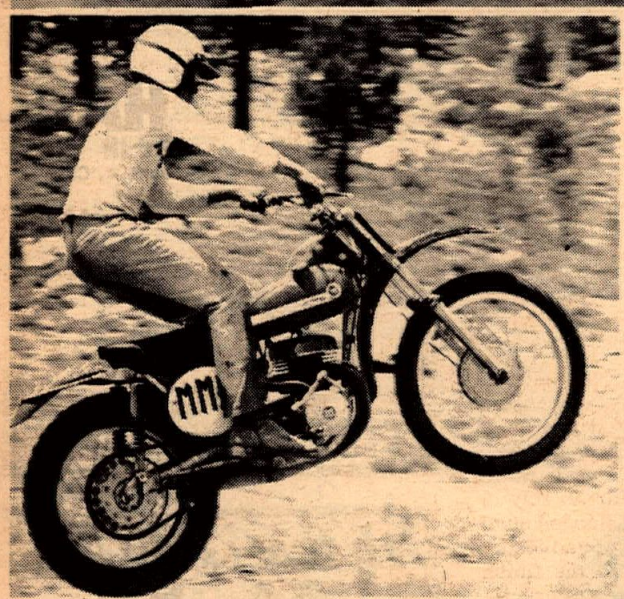

Ron Nelson, Carlsbad Moto-Cross

Congratulations Torsten Hallman

In spite of the fact that three Montesa machines won the 150 yard, up hill, drag race to the first turn at Saddleback Park, Torsten Hallman (four time World Champion) showed his true championship form by overtaking the leading MONTESA on the last lap. For the first time, an American rider was able to offer a real challenge to the popular European rider as he was unable to gain on Ron Nelson for a number of laps. Where horse power counted, the Montesa was pulling away, but the years of training and experience of Torsten Hallman was the deciding factor. The 1968 Montesa 360 Cappra is the machine to beat. It was the fastest motorcycle at Hope Town Sunday by two seconds a lap. The dependability of the 360 Cappra is unequalled. Engine failures are unheard of. We believe that the 360 Cappra is the best motorcycle in the U.S.A. today. Visit your Montesa dealer today.

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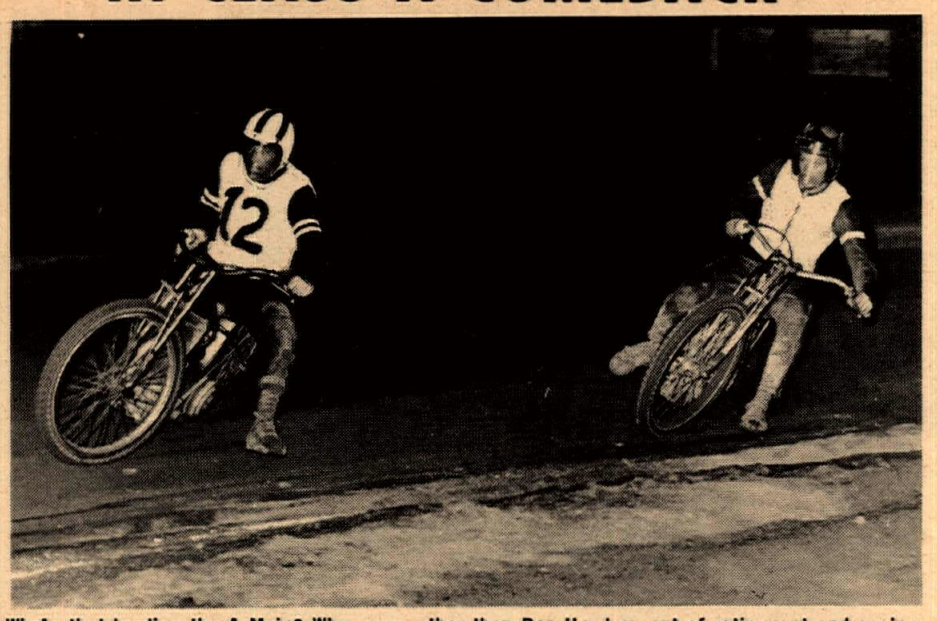
HAWLEY HAULS IN CLASS A COMEBACK



Who's that leading the A Main? Why, none other than Don Hawley, out of retirement and pacing Jack O'Brien to victory. Both are aboard JAP's. Hawley has been competing successfully in sprint cars, but the lure of the speedway brought him back to bikes.

By Mike Capalite
Photos by Dennis Greene

PACOIMA, Calif., July 6– The Whiteman Stadium oval was again the scene of some very fast and exciting Class A short track racing as the 500cc speedway machines had their third Saturday night go-around of the season. Despite the monthly Ascot TT race, the stands were filled with eager fans waiting for the thirty or so riders to do battle. As one spectator put it, "You can see more action in one four-lap JAP race than you can in a whole night of TT racing."

Tanner, Bruce Battle

The first heat pitted former Ascot rivals Sammy Tanner and Blackie Bruce along with Al Holley and Keith Kruser. Blackie had hung up his steel shoe for good until he was a spectator last week; then he said it looked like so much fun, it would be worth coming out of retirement for. What he hadn't reckoned with was the fact that Sammy had two weeks of previous racing going for him so that although Blackie was side by side with Sammy going through the corners in full-lock slides, Sammy was getting better drives down the chutes and Bruce had to settle for a second with Kruser third and Holley fourth.

The second heat put two top short-trackers together – Rick Woods and Lee Stumpenhaus – who had a terrific go at it with Woods crossing it up so wildly in the corners that Lee couldn't find a way around him. The third heat was a heart-stopper as crowd-favorite John Hateley and Bruce Haserot tangled in the corner, but despite doing endo's, both men and machines were okay and able to get back into the program by qualifying as alternates. Chuck Berry was accredited the win on the black flag.

The fourth heat was unique in the fact that it consisted of five men, but after three laps, only Steve Scott and Paul Conserriere were still running and as Steve took the checkered flag, he also took the fastest heat of the evening. Jack O'Brien easily won the fifth heat and Jon Thomas copped second.

Another "retiree", Stu Morley, shows just how slidy it can get at the Whiteman Stadium short track show.

Here Comes Hawley!

The sixth heat had the crowd on its feet as Don Hawley was out for the first time since the revival of speedway racing, and showing beautiful form. Right behind him and matching him slide for slide was John Hateley, an alternate for Stu Morley who couldn't get his JAP to fire on the line. As Don and John kept up their sliding exhibition, this left Sonny Nutter and Jim Ashworth farther behind, but the outcome was obvious as Hawley was using all the tricks learned in many years of speedway racing both here in the United States and overseas.

Hawley came back in the Trophy Dash to again show the boys how it's done, and try as he might, O'Brien couldn't get around him. Tanner took third with Scott fourth. The semi-mains went off with the usual breath-taking displays of full-lock sliding but in the fourth semi, as Hawley prepared to go onto the track, his pit crew noticed a loose front axle. Their frantic motions to the starter were mistaken for an indication of a scratched entry so Bruce Haserot was moved into his slot and before the Pit Steward could get to the line, the race was away with Bruce leading. So with one lap down, Don blasted onto the track anyhow, to try and make a position in the Mains. Bruce won it, but it was the opinion of the officials that Don was denied his waiting period so the race was re-run with the exception of Haserot, who had already earned himself a position in the A Main. In the re-run, Don showed that sliding is an art in itself as he did a terrific job of backing his JAP into the corners and keeping it crossed up for practically the entire race, out-distancing Jon Thomas and John Hateley. The semis were made a little more exciting this week as they were inverted starts.

Inverted and Handicapped

To make for even more thrilling action, it was decided to time the semi-mains and put the riders in the Mains not only in an inverted start, but to handicap the faster riders as well. This proved to be an excellent innovation as the faster riders had to get through the pack and to see two riders all crossed up with one passing the other on the outside is enough to make Whistler's mother stand up and cheer.

The C Main was a three-way battle between Thomas, Tanner and John Carter, with Nutter in fourth but unable to move up close enough to be a threat. Thomas took the lead with Tanner hot on his heels and Carter right behind him. Despite Sammy's hard riding and sliding, he had to settle for a second behind Thomas.

It seems as the Mains progress, the action gets faster and faster and the B Main proved this out as it pitted Scott, Woods, Hateley and Conserriere. It was a battle royale between Steve and Rick when, suddenly, up came young John. He got Woods on the inside and from then on it was a Scott-Hateley battle with Woods hanging right in there for a third as Scott took the win.

John Hateley displays superb style, JAP-mounted. He took second to Steve Scott in the B Main.

With five riders in the A Main because of the extra semi, the crowd could feel the tension as the handicap placed riders in a staggered start with Hawley on the outside, 20 yards behind the starting line. Coming forward in five-yard increments was O'Brien, Haserot, Stumpenhaus, and Dick Aurandt. As an argument in favor of handicap starts, it might be noted that the finish was the exact reverse order of the start. This means that Don Hawley had to pass four riders to take over the lead which is exactly what he proceeded to do.

Speed Secrets

In the pits, before the Main Event, Hawley had been giving O'Brien some tips on speedway racing and it almost proved his undoing as Jack used every trick in the book to get ahead, while Hawley was using every trick to stay in front. Both men soon out-distanced third and fourth place men Haserot and Stumpenhaus. As Hawley crossed the finish line ahead of O'Brien, who was practically touching his rear wheel, one couldn't help thinking about next week when Steady Eddie Mulder (who was at the TT) will be back. It could be a slam-bang three-way duel between Hawley, O'Brien and Mulder, so if you like close exciting racing, come out to Whiteman Stadium every Saturday night; the races start at 8:30.

(Results on page 20)

Fighting it out in their heat race, Rick Woods (JAP) took a close decision over Eso-mounted Lee Stumpenhaus. Then, progressing through the semis, Lee went on to 4th in the A Main; Rick wound up 3rd in The B final.

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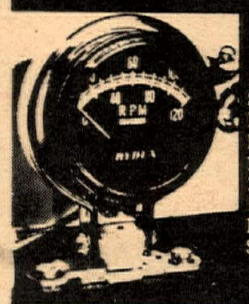

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ASCOT TT: GUESS WHO WON IT THIS TIME?

Track terror on both half-mile and TT's, #80y Jim Rice (BSA) won Amateur Main.

Amateurs #47y Mark Brelsford (Triumph) and #52x Jim Peterson (BSA) go at it.

By Maureen Lee
Photos by John Shedd

GARDENA, Calif., July 6 – Continuing on through his second highly successful season, Skip Van Leeuwen again led 'em home at the monthly TT Steeplechase at Ascot Park.

Skip won his heat, first Expert one of the evening, after passing Jim Berry and Eddie Mulder and went on to win the Main without any serious challenge. Clyde Litch (Triumph) Dallas Baker (BSA) and Northern rider Mark Williams (Triumph) had some action going between them in the early laps before settling down to even spacing, with Baker finally going out with mechanical problems and Williams ending up fourth overall and Paul Bostrom third. Dusty Coppage held down second spot for a long time with Eddie Mulder chasing him until Coppage's machine started giving out and Mulder passed into the second spot before Coppage was forced out completely.

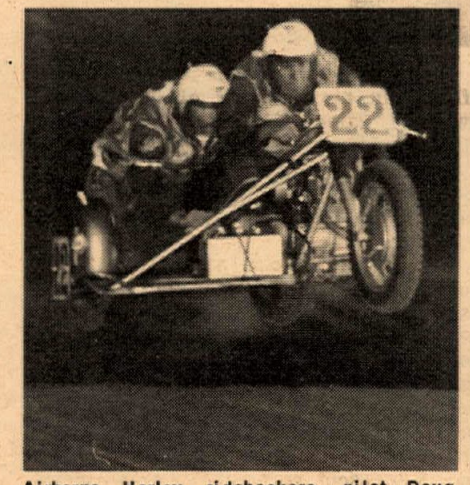
Rice Reaps Amateur Reward

Ben Fakkeldy got the lead spot in the Amateur Main but it wasn't long before hard charging Jim Rice (BSA) got by him on the halfmile turn with Butch Turner (Triumph) taking over the second not long after by going in deeper on turn one. More excitement was generated when both Norm Elledge and Dave Smith passed Fakkeldy and led for a while only to be re-passed back by Fakkeldy who was determined to finish not less than third.

Novice Main to Mashburn

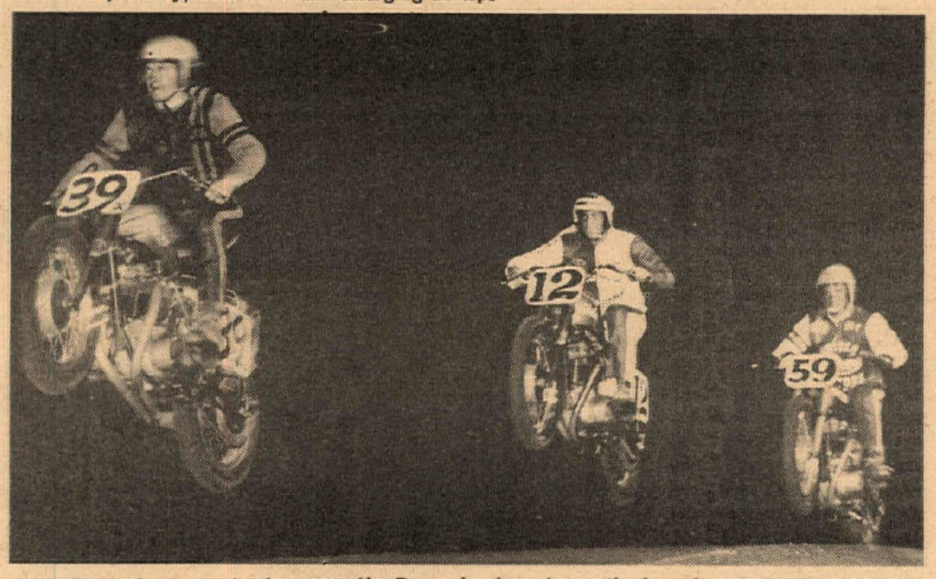
The Novice Main started with Dave Hansen (Kawasaki) in the lead and David Aldana, Steve Bast and Keith Mashburn following. There was a bit of a bunchup at the start of the esses and Mashburn got through to take over the top spot with Aldana right on his tail but although Aldana tried he couldn't catch up and pass the fast Yamaha of Mashburn's. Steve Bast took third with Ron Taylor (Yamaha) fourth.

Novice Trophy Dash winner was Dave Hansen and Dusty Coppage took the Expert with Skip Van Leeuwen behind him with all stops pulled.



Airborne Harley sidehackers, pilot Doug Bingham and passenger Ed Wade, took 3-wheel race.

Yamaha-mounted Keith Mashburn (101) and BSA rider Dave Aldana (115) had a fierce fight for Novice supremacy, with Mashburn emerging on top.



Early Expert heat race leader, #39x Jim Berry, is chased over the jump by #12 Eddie Mulder and winningest TT-er of them all – #59 Skip Van Leeuwen.

#124 Dave Hansen won Novice Trophy Dash, briefly led final. Dave Aldana (115) heads Dash runnerup Greg Hodges (216) and eventual winner Mashburn.

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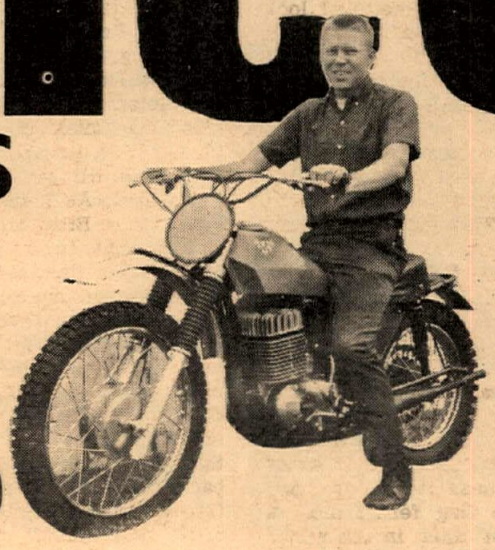

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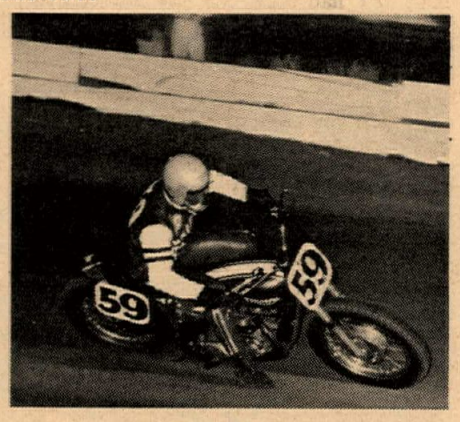

Can't ANYBODY beat Skip Van Leeuwen???

Three-Wheelers Too

The Sidehacks had their usual wild and wooly Main to keep the crowd more than entertained. The Harley of Roesch and Ridyard got away first with Johnson-VanLaar second and Hummer-Gulbransen third. Roesch-Ridyard and Hummer-Gulbransen had a real drag race down the straight with Hummer the winner, and then the eventual winning team, a Harley-Davidson with Doug Bingham the pilot and Ed Wade the passenger, got by Roesch and really went after that first place position. They were the only hack actually jumping the jump and they over took the leaders on the lake turn.

The next TT will be first Saturday night in August and everyone's already predicted what the headline for that one will be. Same as this one.

(Results on page 20)

FICTION (?) FEATURE: "THE BIG RACE"

Story by Jim Cavin

It happened about two years ago. My friend and I, his name's Art, well anyway we had been riding off and on, more off than on, when we got to talking about getting in a desert race. We didn't know much about racing but my friend has a Honda 305 Scrambler built for scrambling and I got a Triumph Mountain Cub built for off-the-road travel so we figure we got all the equipment. We got our Marine Corps boots, brown dress gloves, and our neat Bell TX500 helmets with face bubbles, blue to be easy on the eyes and also so no one can see your face on a cloudy day or at night. Well, Art has a friend who has a Bultaco, which at the time we thought was the neatest machine around, so we figure he must know all the answers. So we go to see him. He shows us a Cycle News with the coming races and he points out one with no affiliation needed, no club, no AMA, no Dist. 37. We talk about it and we decide to go in two weeks out to a place called the Ponderosa, in Lancaster, California. By the way neither one of us has ever seen a desert race but we know a friend at a motorcycle shop who told us all about the Ponderosa. He said it was a nice short race with just a little sand, just right for beginners.

Well, we figured that was for us. So we started working on our bikes. I started tuning up the Triumph Cub by putting in a new plug. Art tuned up his Honda by putting in two new plugs. I took off my muffler and Art turned his butterfly baffles. The bikes were ready.

We put them both in Art's box trailer, just the thing to be really cool, and to pull it we used his Volkswagen. Of course we do this the night before so we can get plenty of rest. He says "I'll be by at five." So I go home to go to sleep. I hit the rack at seven and at seven-o-one I get up to get a drink. At seven-o-two I get up to use the head. Gee whiz, am I excited. And besides that I saw Sammy Tanner and talked to him at a cycle shop just the week before. What a boss week. I can't get a bit of sleep. I just turn and toss and sweat all night. At three I hear this knock at the door. "Cavin are you up? It's time to go." I was ready in ten seconds. We left at 3:10 a.m. to get our dates. Sure, if you're going to be a manly motorcycle racer you got to have a date to show off in front of. I knocked on her door. I hear this noise, "Go away and come back later." I ring the bell and knock some more. I says "We are ready." I hear this, "I'M NOT! Come back later." Then I hear this deep voice from the other part of the house yell out "Go ahead and go and get this nut out of here." So again, I knocked and she says "I'll be out in fifteen minutes." We repeated this ritual again at Art's date's house.

Anyway, we finally get there and get the bikes unloaded. Boy-o-boy. There were some really neat bikes all around. They all had numbers and skid plates and they were all really dirty. I figure let's go over and get our pie plates and pay our money. I get number 1 and Art gets number 2. We find out all the neat stuff like you have to make two laps and that there are check points and they mark your tank with crayola. Three lines means slow and that was all I could remember. So we take our numbers back and we tape them on the front of our headlights. We try to make them look like the real thing so we cut them in the right shape. So far everything is just great. We take a hop over to the starting line just to check it out and get a little practice. Boy, about this time I would like to kill the guy who said just a little sand. I kept getting stuck. We decide when the race starts things will be different. We go back to see our dates and they're both jumping up and down. "Guess what? Guess what? Guess what?," they kept repeating. "Guess who is here?" Knowing all about desert racing I says "Sammy Tanner?" They said "Who's he?" I say "Just about the greatest desert racer who ever lived." They said, "No, STEVE McQUEEN." Well, we're no dummies and we have seen "The Great Escape," and everyone knows that is just about the greatest motorcycle riding in the whole world. I said "Where is he?" They both chimed in "Over by the head." I says to Art, "I was just thinking about going over to the head" and then the girls say "So were we," so off we went to see Steve. Peering over the top of this pick-up bed we spot him. Man, was I impressed. Dirty gray leathers, helmet in hand, goggles, gloves, and a clean ring around his eyes.

Illustration by Chuck LaGreca

The girls say "Let's move the pit area over next to Steve's." I sure was glad they said that because I was thinking the same thing. And that's where we went. We left our nice shady spot and went right out in the middle of a field. Well, we stopped the car and we all get out on Steve's side, in our Volks no less with our cool box trailer. I says, "Hi Steve, whatcha riding?" He says, "Triumph Metisse, how 'bout you?" I says "Triumph.....Cub." He says "Good luck." I says, "Thanks Steve." While walking away I says to my date "Steve really is a nice guy, he's always at all the races." She says, "I thought this was your first race." I said, "Yea, that's right. By the way, have you seen "Sand Pebbles?"

Now it's just about time for the race so we hop on our bikes and go out to the starting line right behind Steve and Dave Ekins. I line up on one side of Dave and Art lines up next to Steve. We figure if anybody knows a good place to start from it is them. I ask the guy on the other side of me which side of the smoke bomb I should go on. I am embarrassed to ask Steve. This guy says, "just follow me." I look over and see this guy is on a big Triumph with funny black and white squares all over the seat. I said, "I gotcha." And then I thought to myself, "What are the squares for?"

Well anyway, the banner went up so I started my bike because I knew when it went down it would be time to start so I was ready. This guy comes running over and says, "You don't start your engine until the flag drops!" Wow, was I embarrassed. The steam was rolling down the inside of my blue shield. I blew it, right in front of Steve. Boy, was it quiet then. All I could hear was this pounding. It was then I figured out it was my heart pounding the blood against my temples and it was echoing in my helmet. It seemed like about fifty hours but I guess it was only ten seconds. Then the flag fell. I think a Cub is the easiest thing in the world to start. I tell you of 400 bikes I was the first underway. I was ahead of every body for about ten feet. Things were going by so fast I thought there must have been low flying jets from Edwards Air Base. There was dust all over and in a hare scrambles there's not much room to pass so with my beautiful start I figure I was about 300th to the check point at the smoke bomb.

I turned down this sandwash really flying in the dust for about 5 miles when I came to these two lines. I looked aroung and I see this check point up on top of this mountain. I figure I got a Mountain Cub so I go straight up to the top with Art right behind me. Only thing, you were suppose to have gone around the base of the mountain and come up the other side. Well, everybody behind Art and me followed us up the mountain instead of going around and when we got up to the top I was in the lead again. We came down the mountain about one mile and then we hit a flat road alongside a fence. I saw them do it at Ascot so I put my blue bubble face shield right down next to the tank. Boy, was I flying. I was in the lead again.

About this time these hotshoes who went seven miles farther around the mountain started flying by. They must have been passing me fifty miles an hour faster than I was going. Boy, was I scared. There was only one thing to do. So I did it. In all that dust I was afraid I was going to get hit so I turned the headlight and taillight on. I'm no fool.

Coming down the last home stretch the pits loomed dead ahead. One loop completed and only one to go. Now to give the dates a thrill. Show some class. Well, I really stood on it twisting the cable till it was about to fray at the seams. As I came roaring through I felt like Billy Mills in Tokyo, Killy at Grenoble. It was here right in front of the pits that my headlight fell off. Embarrassed again, I stopped, picked it up, put it under my jacket, and limped into the pits in 23rd place. I pulled into the check point and started making a big slide. Stopped right on the dot although all the checkmen were now about ten feet back. Now that I think about it all the spectators moved back about ten feet also. I was really flying. At the start-finish line I made a 180 and started off in the opposite direction. As I was sliding around, balancing on my foot with the back wheel out, this guy ran over my foot. It didn't hurt a bit. For about the next mile I kept saying he ran over my foot and it didn't hurt a bit, he ran over my foot and it didn't hurt a bit. Oh yeah, and by the way I gave the headlight to my date, pulled the number off and stuck it in my pocket.

About a mile later the Cub got hot and the mains burned up and it stopped. I pushed it back to the pits and I heard all these people talking about a restart and lots of complaining and griping about some nut going the wrong way and everyone following. So kind of quietly we put the bikes back in the box trailer. If you think this story is a phony ask about the restart in the winter of '66, if you're ever out Ponderosa way.

Oh yeah, they said everybody who didn't make the restart got their money back, so I got mine. I'm no fool.

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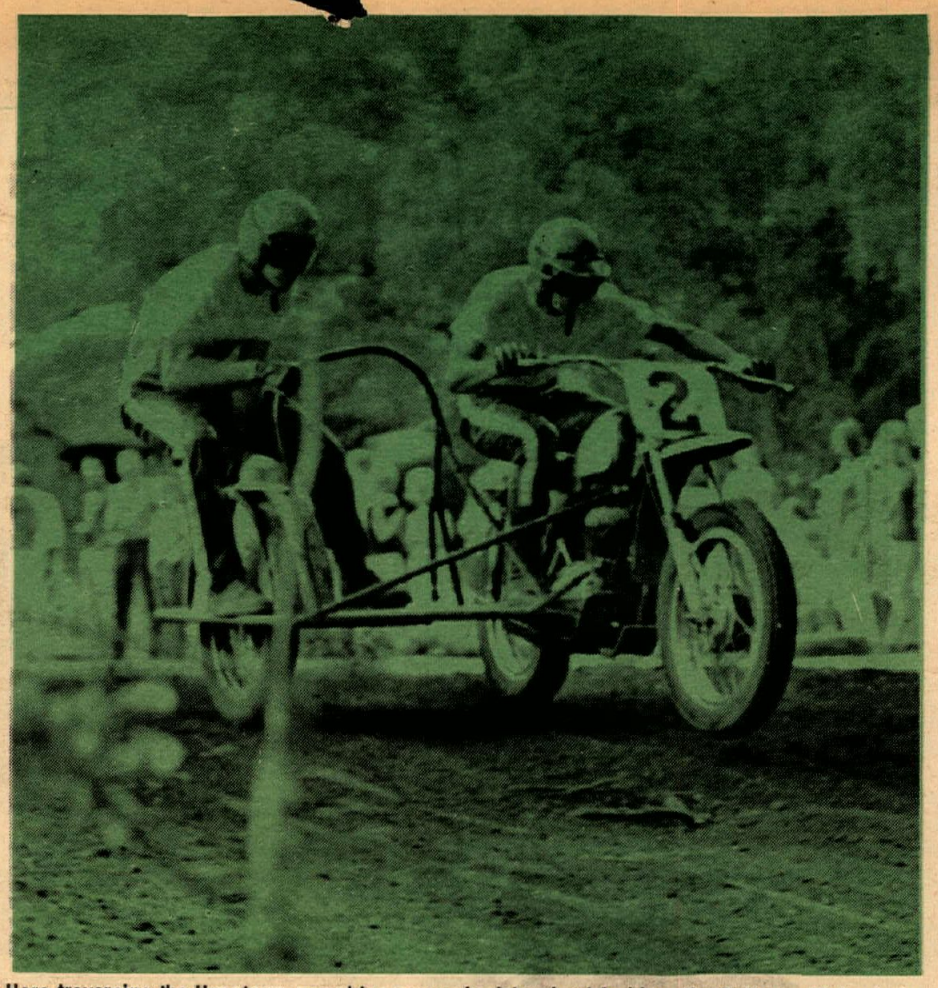

Here traversing the Hopetown scrambles course in determined fashion, the Bultaco sidehack rig of Marv LeBlanc and Fred Sotores.

John Hateley (Tri) won 500 Novice go.

Airborne on his Montesa during the 250 Expert event is John DeSoto; he took 5th.

It Was Nearly Another Deer Hunt

By Maureen Lee
Photos by Maureen Lee, Chuck LaGreca and Byron Andrus

SIMI, Calif., July 6-7 - We don't know what it is that makes Corriganville (Hopetown) such a magical place but it is. We were leery of this one a little bit because it wasn't the big annual bash we all look forward to so much each Fall and we wondered if we could enjoy it as much or if it would be as good. It was. There's just something about that place that turns things on, human interest stuff as well as the racing. Last Fall Kim Kimball ended up in the hospital after bashing a deer with his Montesa on the straight. This weekend a deer was scooting around in blind panic at the start of practice close to the start-finish line and Kimball was entered on the same Montesa he was riding last November... no ... we're SURE deer don't have that much of a sense of smell...do they?... s'pose it was a relative looking for someone with initials KK? Then there was Dirt Digger Carl Rammage nicknamed "Chief" (guess why!) who became unhappily involved with a hornet's nest and got some down his boot. Although it wasn't really funny, Chief's rain dance was worthy of the great Indian Council and the ancient gods approved and sent down a little shower Sunday. Not enough to do any damage but enough to prove someone was watching!

A Fun Scrambles!

We would have to guess that this could have been the biggest scrambles in the United States although they might have lost out to someone else by just a few entries. Pre-entries stood at 320 plus but Saturday over 100 riders entered and the same thing happened Sunday. As we said, the very word Corriganville has magic. Everyone wants to ride there and the circuit the 'Diggers laid out for this one was...well...all we heard was "I haven't had so much fun riding a scrambles in years." We'll drink to that! It was a gas! No water but two nice gullies, a real tight little sand turn which dumped a few on their melons, a downhill with a nice "bank shot" at the bottom and people, people everywhere. Only bad thing that happened was Saturday when a silly twit of a spectator managed to turn on a sprinkler head and flood what was the old mud hole. He must not have read the advertising as this was a scrambles, not a moto-cross. Anyway, the skip loader was brought up in a hurry, dirt was dumped in and if anything improved the surface in that section, but it was sure rough for a couple of heats!

Out-of-Towners

A bunch of riders came from out-of-town including Bryan Shannon, motocross champion from British Columbia, a whole gaggle of Northern riders including what looked like all of Dirt Diggers North and we got to meet some pretty nice Northerners including Bill Verbiscio. "Biscuits" and his charming wife came all the way from San Rafael to ride in a panel truck with the best advertising ideas we've ever seen on it and Bill went home with a first in the 350 Am-Ex moto and a 5th in the 500 Expert.

Second in the 500cc Expert Main went to Ron Nelson (Montesa) after an exciting race.

Then there was Joe Pyle who is the current AMA motocross champion and who lives up in Orangeville. We also got to have a nice chat with Bill Nilsson, twotime World 250cc Champion who came out with Pres Petty (watch out gang, Bill and Pres are going "cow-trailing" next week) so if you really want to know how to pronounce Husqvarna, I've finally learned!

With approximately 540 riders it's impossible to write a "story" so we settle for reviews of events this big...but although we can't write about everyone we'd like to mention a few. Did you check the barrel on the 100 Expert class winners' Hodaka? Has to be the biggest we've seen and Gene Cannady flat flew on it with Kirk McDowell (Bultaco) second. Carl Cranke #2 from Sacramento took second behind Ron Nelson in the first 250 Expert heat but didn't fare too well in the main. He admits that we don't ride down here the way they do up there and apparently a lot of them ride more enduros than anything else. Wish we could have seen the Mains Saturday but we were dashing home to cover Ascot which we made just by the skin of our teeth, but we've heard how great they were, expecially the 250 Expert class. They also told us the Powder Puff had the gals riding "like there was a $10,000 purse." The little gal from the Red Dots M.C. Patty Domay (Hodaka) who won the class was really great. She has ridden the desert but never a closed track before and her track "manners" were impeccable, expecially for someone who is not used to this kind of stuff. Hope to see her out again.

Sunday, with apologies to all the other riders, the best one was the 500 Expert go. This was without doubt the toughest class of the weekend, and the Main Sunday was perhaps one of the best races we've seen in years. John Rice (Honda) got the drop on them and was out front hauling for three laps with a lot of spectators' jaws hanging open watching him... the cream of the moto-cross boys were behind!...then Steve Scott got into first and John fell down and then got a flat tire just a bit later while he was still trying to keep himself firmly on his machine from his hard crash... Ronnie Nelson was hard after Steve by then but who was coming up through the pack and picking them off one by one but Pres Petty (Maico) and with all the talent in that class it was a race to remember and more exciting than some Internationals we've seen...Ascot rider Sonny Nutter took 4th on a Triumph Metisse and Bill Biscuits fifth on a Montesa...next came Bruce Jackson (Greeves) and then Gary Jones, youngest rider in the group with the biggest machine, a BSA Goldstar, but what a combination!

Early leader of the 500 Expert event was Honda-mounted John Rice, who fended off the herd for several laps before unloading, then continued until flat tire put him out.

Scott Storms

After that Steve Scott went on to win the Open Class on another El Bandido making it four for the weekend as he also took the 125-175 class and the 250. The Bandido certainly handled better in the tighter sections than the big Triumphs running in that class which gave a distinct advantage there and while on the subject of that class we though we were seeing things...Terry Dorsch and Gene Smith wearing Checkers colors?...they stay on the course too much for that (don't get mad Checkers, the Shamrocks put us up to that comment; let us have one back for them).

The Sidehacks ran and got quite spectacular. We never like to see endo's but when a hack endo's...ugh...but no one was hurt thank goodness. It was the 'Taco of LeBlanc and Sotores who won with Steve Sechler and Joe Gardner on a Beezer in second. Hack #7 loses its passenger in two weeks to Uncle Sam. Tom Ridyard is on his way to Viet Nam as a chopper mechanic. We wish you all the best, Tom. Hurry back!

Can't wait for the next event at Corriganville, whatever it is – scrambles or moto-cross. The spectators were reasonably careful this time; maybe it was those big Ventura County Sheriffs standing around keeping an eye open, but people on foot never seem to realize how fast a bike is traveling, and one spectator goofed up by paying too much attention to the bikes and not to his kids...one landed in the lake and almost drowned before being fished out...see what we mean about things always happening at Corriganville?

(Results on page 20)

TRIUMPH

SWEEPS ASCOT TT

JULY 6, 1968
EXPERT MAIN EVENT

1st Skip Van Leeuwen – Triumph
2nd Eddie Mulder – Triumph
3rd Paul Bostrom – Triumph
4th Mark Williams – Triumph
5th Ralph White – Triumph
6th Bruce Holland – Triumph
7th Larry Welborn – Triumph
8th Gene Romero – Triumph
9th Dusty Coppage – Triumph
10th Clyde Litch – Triumph

1ST SKIP VAN LEEUWEN TRIUMPH

ASCOT HALF-MILE
JULY 5, 1968
AMATEUR MAIN EVENT

1ST TOM ROCKWOOD TRIUMPH T100R

WILLOW SPRINGS ROAD RACES
JULY 7, 1968
OPEN G.P. AND OPEN PRODUCTION CLASSES

1ST ROLAND PAGAN TRIUMPH

CALISTOGA HALF-MILE
JULY 4, 1968
AMATEUR MAIN EVENT

1st MARK BRELSFORD TRIUMPH T100R

EXPERT MAIN EVENT
1st JIM ODOM TRIUMPH T100R

1ST 500 NOVICE CLASS
HOPETOWN ALL-STATE SCRAMBLES CHAMPIONSHIP
JULY 6&7, 1968
JOHN HATELEY TRIUMPH T100R

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MEET THE RACER

MEL LACHER, NATIONAL #37

by Bill Harmer

Mel Lacher, holder of National Number 37 and a top favorite among fans at Ascot is a serious, modest, shy man who appears to find it almost painful to discuss his many cycling victories, and would agree to an interview only if his long-time friend and confidant, Leonard Andres, could be present. Andres, San Diego's Harley-Davidson dealer for more than 30 years, who is one of the country's top tuners of racing motorcycles, sold Mel his first Harley-Davidson just one year after Mel had ridden his first Novice race at the old Cajon speedway at El Cajon, California.

The year was 1962 and the machine he bought was one of former National Champion, Brad Andres' old racing rigs, which Mel still rides and which is his only mount. The sale of the bike was the beginning of a very close personal relationship with Leonard Andres who has drawn from his many years of experience in cycle racing, to give advice and mechanical assistance whenever needed.

According to Andres, however, Mel has performed most of the actual mechanical upkeep on his motorcycle. Mel glows with pardonable pride when discussing or displaying his bike. He keeps it in perfect condition at all times. It is the same machine that Joe Leonard won Laconia with once and Brad Andres twice. Brad also won Watkins Glen on this machine. As an Amateur Mel took the bike to Daytona in 1963, and posted the fastest qualifying time at the meet, a feat that he repeated as an Expert at Daytona in 1964 and again in 1966.

Mel, by necessity, has kept his activities in his own area since then, racing almost exclusively at Ascot. When asked about road racing, he stated that he likes it but prefers dirt track. At this point, Mr. Andres interjected that Mel is a very capable road racer but is limited by his equipment. He owns and maintains his own. The factory furnishes parts for the rig but Mel has to buy his own tires and other things that are not available from Harley-Davidson, and he has to furnish his own transportation to and from the meets. Conditions do not permit Mel to invest in modern road racing equipment so until there is a change, he'll have to limit his racing to local dirt track events. When questioned about his future in motorcycle racing, Mel allowed that he could do pretty well on the the National circuit if he had a way to finance it.

Lacher had an excellent season at Ascot last year and finished second in point standings. Mr. Andres opines that had it not been for a little motor trouble, Mel might very likely have been number 1. This year, Mel is again second in points, without even having entered the first two programs at Ascot. After making four clean sweeps (heat, Trophy Dash and Main) at Ascot, Lacher then won his fifth heat and Main in a row, and last Friday night it was another clean sweep - heat, Dash and SIXTH Main Event!

Mel takes his motorcycling seriously and like any dedicated athlete, keeps himself in perfect physical condition. Although of slight stature (5' 4" tall and 130 lbs.) his arms and shoulders are powerfully built and his handshake is as firm as a blacksmith's, possibly a result of his hour-and-a half daily workouts in the gym with bar bells and other body building devices. In order to retain his stamina he does not smoke.

Like a great many Californians, Mel hails from the midwest farm belt and the state of Nebraska but he now claims San Diego as his home town. At 31 years of age, Mel is an eligible bachelor. His military obligations to Uncle Sam are behind him, after a hitch in the army. A senior chemistry major at San Diego State, he will graduate next June but plans on graduate work to earn further degrees for a future career. He has supported himself and financed his education with his prize money from his Ascot winnings.

When your reporter wondered why a man of such obvious talent who was number 2 at Ascot, and number 3 Nationally on dirt tracks, did not have a sponsor, Mr. Andres explained that the big sponsors are mostly interested in riders who make the National Championship events, and Mel limits his races to local affairs. It was our supposition that his school schedule prevented him from competing in other areas but Mel stated that the only big race during the school calendar would be Daytona and if he could fly there and back, it wouldn't affect his education. So it appears that the only thing that is keeping one of the country's most talented motorcycle racers from attaining high National recognition, is the lack of a sponsor. In this writer's opinion, Mel is a real winner and someone is missing a lot of National prestige and publicity by not getting this boy on a rider's contract.

ORANGE COUNTY SPEEDWAY BASH

EL TORO, Calif., June 28 – This week's racing at Orange County Speedway drew a surprising turnout of riders as well as spectators, considering the very cloudy, rain-threatening weather. The 100cc class was a repeat of the week before, with Doy Davis from La Mesa making a clean sweep of the Dash and Main on that very hot and very special reed-valve-engined Hodaka of Mit's Motors in La Mesa.

Now the 250cc was quite a different story with little Mike Lane taking the first heat, this time riding a Bultaco, Randy Ellis nabbing the second heat on the Morgan Motors Honda, and the third heat was won by ace T.T. rider Russ Robinson on a Suzuki TM moto-cross machine. The dash was a real surprise going to Lane, who hails from Bakersfield, after a nip and tuck battle with Randy.

Ellis Edges Barker

The Main saw Ellis take the lead on the 3rd lap and hold it from then on, staving off a late-lap charge by Earl Barker from La Mesa on a Kawasaki, who shows much promise. Bad luck for Anaheim's John Hoffard who got a good start but fell in the 5th lap. Two-time Main event winner Stan Rogers got 3rd. Ed McGregor, who was really dogging it last week on account of a sore leg, was doing much better this week and finished 4th.

Mike Lane, whose engine blew just as he crossed the finish line of the Dash had to scratch the Main Event, for tough luck award of the week.

(Results on page 20)

ROAD RIDERS HOLD MONTHLY MEETING

By Bill Harmer

SAN DIEGO, Calif., July 1 - Under the direction of president Ed Folkes, the San Diego Road Riders Ass'n. held its monthly meeting at 8 p.m. at the Silvergate Savings Community Hall in National City. The main topic under discussion was the annual Motorcycle Dealers-Road Riders Ass'n Run planned for September 8.

The offer of the five principal dealers in the San Diego County area, to pay for half the cost of the food for each rider who signs in at their particular agency, was contemplated and it was decided to offer a trophy for the dealer who signs up the most riders. Jimmy Stewart, sales representative of Andres Harley-Davidson, got a big laugh when he announced that he would do everything he could to promote the run but when riders came in to sign up, he would tell them that he was out of entry blanks and send them to the Honda dealer, down the street. But knowing Jim, it's our guess that the Andres agency will definitely be in contention for the trophy.

The entry fee was set at $2.50 which will permit a more generous awarding of trophies. Destination of the run is classified but the committee chairman, Bob Ward, announced that there would not be a field large enough to permit Field Events. There will be a great many trophies for bike judging, club, uniforms, etc. As it is a oneday event, no automobile entries are to be permitted in the competition. Clubs represented at the meeting were: Singing Wheels, Road Cruisers, Mary's Men, Vista Travellers and Terrapins. Members of the Pacific Coasters, who do not belong to the Association at the present time, were also on hand.

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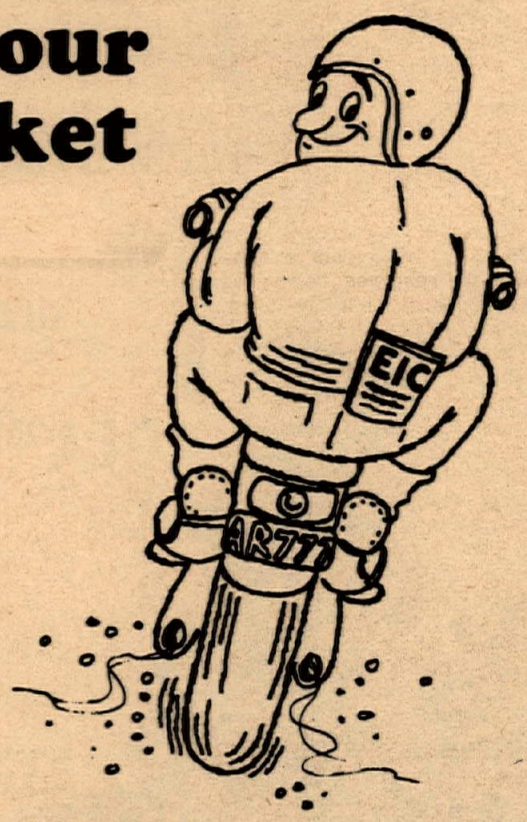

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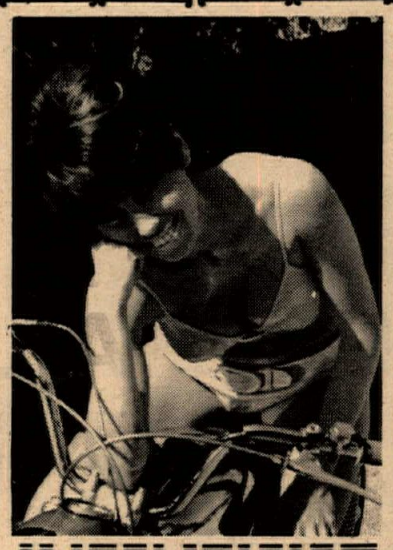

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PATRICK PULLS WIN AT DESERT SCRAMBLES

Here comes #144x Ray Alexander, first 250cc Novice aboard a Bultaco, and having a ball.

First Amateur trailbike finisher in Desert Challengers hare scrambles and second overall was Yamaha-mounted #55 Jan Banoringa.

By Dick Wright Photos by Jeff Wright

VICTORVILLE, Calif., June 30 – Mike Patrick, #7 on a Norton and the Open Class point leader, came from behind to take the seventy-mile Desert Challengers Hare Scrambles in one hour and twenty minutes.

The course was laid out like a triangle, with a check point at each point of the triangle; it was fast and super-choppy. The start was in Le Mans fashion, and the banner was dropped without any delay, catching some of the riders napping. At the smoke bomb it was Lynn Fortner, #506 on a 360 Husky, with Larry Bergquist, #888x, close behind on his 250cc Bultaco. Danny Kline on a new 360cc Greeves, got a good start and was flat making it, preferring the rough boondocks to the dusty main trail. Patrick had to kick his bike five times on the starting line and was running twentieth at the smoke.

Gremlins Take Their Toll

After the smoke bomb, Fortner fouled a plug and dropped back; Bergquist then took over the lead, but he had to drop out with mechanical problems at the first check. All this time Patrick had been picking up places and now moved into first spot. The course ran across the dry lake into powdered sand with big choppy dips in it, then over a couple of short hills, a few rocks, and into the pits. Patrick still had the lead coming into the pits on the first loop, and Phil Bowers, #139x on a 250cc Yamaha, had moved up to second. Gary Preston, #12 on a Triumph, was third, and John Coots, #30, was fourth.

On the second and last loop, Patrick remained in the first position to come in for the win; Bowers took second and was first 250, John Coots had moved up to third on the Triumph tuned out of Lamoreaux in Sunland. Gary Preston was fourth, also on a Triumph, and Montesa-mounted Tim Smith, #069, was the first 500cc rider across the line.

Tom Poteet, #45x, was the first Amateur in on a 250cc Bultaco, running 10th overall, and Ray Alexander, #144x, had a real good day, taking first 250cc Novice and 15th overall. Harry Lawrie, #227x, took second 250cc Amateur. Jerry Perkins, #25, just back from a two-weeks trip with the reserves, had a good ride, taking 18th overall on a 360 Husky. Wayne Peterson, #61, followed him in and took first 500cc Amateur on a BSA single.

Trail Bikes

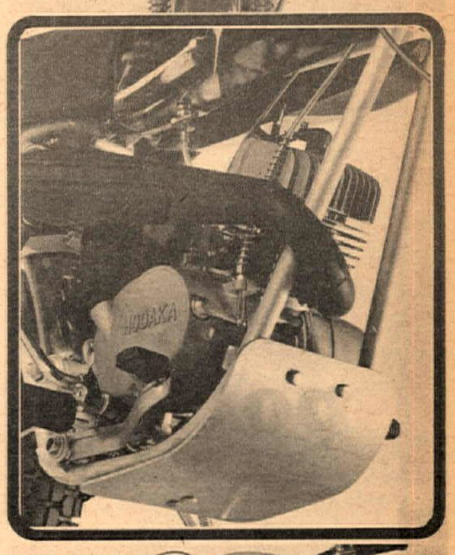
A large entry of trail bikes lined up fifteen minutes after the big bikes, to go one loop of the original course. It was yet another win for the 100cc champ, Jack Morgan, #1 on a Hodaka. Jan Banoringa, #55, gave him a good go, placing second and taking first Amateur. Frank Morgan, #6, was third, and Terry Clark, #395, an up-and-coming Novice, took fourth. Following were Roger Peters, #909, and James Summers, #578, both Novices.

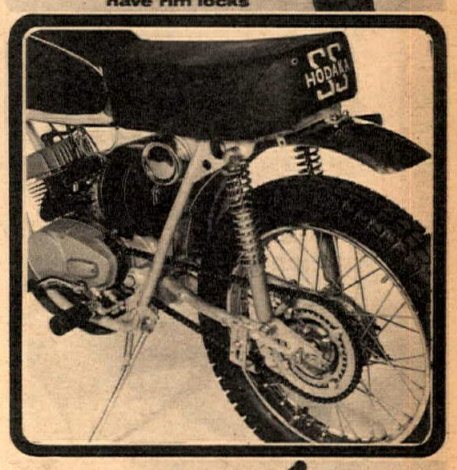
(Results on page 20)

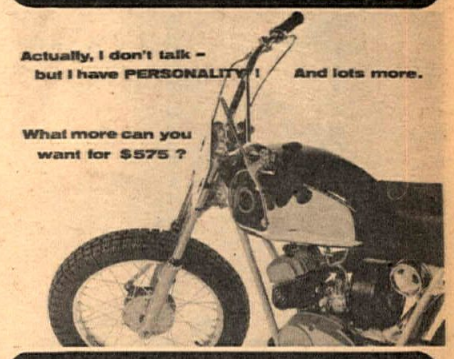
VISIT CYCLE NEWS AT THE FAIR

Tom Tunstall, manager of the Holiday Health Spa in Costa Mesa, jogs past Miss Seal Beach, Susan Nail, who prefers her new Zebra 300 mini-bike to Tom's more athletic mode of travel. Susan is in the running for "Miss Orange County Tomorrow," Queen of the Orange County Fair and Exposition. The Holiday Health Spa will demonstrate its fitness program at the Fair, Tuesday, July 16, through Sunday, July 21. Selection of Miss Orange County Tomorrow will be made on opening day. Visit the Cycle News booth while you're there.

HEY, Look Me Over !







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1st TORSTEN HALLMAN

500 Senior Class
1st TORSTEN HALLMAN

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RESULTS

ASCOT PARK HALF-MILE
Fri., July 5, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT

1.	Mel Lacher	H-D
2.	Mert Lawwill	H-D
3.	DeWayne Keeter	BSA
4.	Clyde Litch	Tri
5.	Ralph White	BSA
6.	Phil Todd	BSA
7.	Ron Kruseman	BSA
8.	Bruce Holland	Tri
9.	Cal Rayborn	H-D
10.	Dan Haaby	H-D*

Time: 5:54.00 *Did Not Finish

10-LAP AM. MAIN EVENT

1.	Tom Rockwood	Tri
2.	Jim Rice	BSA
3.	Alex Chincwski	BSA
4.	Norm Elledge	Tri
5.	Jim Ashmore	H-D
6.	Geezer Emick	BSA*
7.	Marshall Jennings	BSA*
8.	Don Harms	H-D*

Time:4:04.39 *Did Not Finish

8-LAP NOV. MAIN EVENT

1.	Randy Smith	Suz
2.	Dave Aldana	Suz
3.	Bob Fulton	Suz
4.	Dave Stroman	H-D
5.	Don Castro	Kaw
6.	Tom Sherman	H-D
7.	Terry Donaher	Yam
8.	Dave Hansen	Kaw
9.	Jay Kanemoto	Suz
10.	Dick Bullock	Yam

Time: 3:20.89

3-LAP EXP. TROPHY DASH

1.	Mel Lacher	H-D
2.	Dan Haaby	H-D
3.	Mert Lawwill	H-D
4.	DeWayne Keeter	BSA

Time: 1:11.71

3-LAP NOV. TROPHY DASH

1.	Randy Smith	Suz
2.	Dave Aldana	Suz
3.	Dave Stroman	H-D
4.	Bob Fulton	Suz*

Time: 1:16.55 *Did Not Finish

FIRECRACKER INT'L. MOTO-CROSS
Saddleback Park, Cal., Thurs., July 4, 1968

By Maureen Lee

0-125cc JUNIOR

1.	Ken Greene	Kaw
2.	Bruce Baron	Hod
3.	Dean Goldsmith	H-D
4.	Jeff Creager	Gua
5.	Bruce Johnson	Hod
6.	Jan Bandringa	Suz
7.	Tom Rapp	Hod

0-125cc SENIOR

1.	Lars Larson	Pen
2.	Gary Bailey	Hod
3.	Eric Jensen	Hod
4.	Bud Willis	Bul
5.	Tim Hart	Gua

250cc JUNIOR

1.	Ken Greene	Kaw
2.	Barry Bloomfield	Hus
3.	Kurt Lohmeyer	Bul
4.	Bob Kulek	Hus
5.	Bob Maynard	Hus
6.	Geo. Walker	Kaw

OPEN JUNIOR

1.	Jeff Willis	Mai
2.	Ed Walker	Tri
3.	Lynn Fortner	Tri
4.	Ken Locke	Tri
5.	#8	—
6.	Barry Hirsh	Tri

INTERNATIONAL EVENTS

1.	Torsten Hallman	Hus
2.	Gary Conrad	Hus
3.	Russ Darnell	Hus
4.	Bill Nilsson	Hus
5.	John Kenyon	Hus
6.	John DeSoto	Mon
7.	Ray McCarty	Yam
8.	J.N. Roberts	Hus

OPEN SENIOR

1.	Torsten Hallman	Hus
2.	Ronnie Nelson	Mon
3.	Chuck Minert	BSA
4.	Lars Larsson	Hus
5.	Bill Nilsson	Hus
6.	Don McCarley	Mon

LIONS DRAG RESULTS
Sun., July 7, 1968

STOCK:			
AA	Kimble	H-D	13.95– 92.49
A	Richardson	H-D	12.43–108.50
B	Waggoner	BSA	13.82– 96.35
C	Sommers	Suz	12.90–102.15
D	Bazen	Yam	15.16– 84.26
F	Schumacher	Hon	19.21– 63.00
MODIFIED:			
AA	Newton	H-D	14.11– 91.93
A	Punton	H-D	12.98–102.50
B	Hannah	Tri	12.53–106.00
D	Cash	Suz	12.59–105.01
E	Linn	Suz	12.25– 99.33
GAS:			
A	Bailey	H-D	12.09–108.82
B	Amer. Speed Cycle	Tri	12.00–110.00
C	Nicosia & Murphy	Suz	11.34–126.00
D	Aylett	Hon	15.24– 82.11
F	Zeman	Suz	16.10– 73.80
INTER-CLUB COMPETITION			
A	Mike Mallin	H-D	— —
B	McCraw & Murray	H-D	13.26– 98.00
C	Kimble	H-D	— —

AFM NAT'L ROAD RACE
Orange Co. Int'l Raceway, Sun., June 30, 1968

GP CLASS

1.	Ron Grant	Suz
2.	Don Dierking	Hon
3.	Dan Osborne	Ital

100cc

1.	Jeff Pasternak	Yam
2.	Tom Howard	Yam
3.	Mike Morse	Yam

125cc

1.	Reg Pridmore	Bul
2.	Pete Giordanengo	Hon
3.	Steve Knight	Bul

175cc

1.	Dave Allee	Hon
2.	Ralph LeClercq	Duc
3.	Mike Velasco	Bri

250cc

1.	Jody Nicholas	Yam
2.	Art Baumann	Yam
3.	Barry Provisor	Yam

350cc

1.	Ernie Caesar	Kaw
2.	Jim Chen	Hon
3.	Al Bracken	Yam

500cc

1.	Ron Grant	Suz
2.	Dick Kilgroe	Hon

1000cc

1.	Don Vesco	BSA
2.	Greg Kearney	BSA
3.	George Kerker	Nor

PRODUCTION

100cc

1.	Rick Blake	Yam
2.	Sid Robbins	Yam
3.	Mike Velasco	Bri

125cc

1.	Steve Froschauer	Yam
2.	Jay Stankey	Yam

175cc

1.	Chris Moore	Bri

200cc

1.	Jonas Israel	Yam

250cc

1.	Ken Edmondson	Suz
2.	Reg Pridmore	Kaw
3.	Steve Laturner	Bul

350cc

1.	Dave Allee	Hon
2.	Rick Sherer	Hon
3.	Dave Doerschuk	Hon

500cc

1.	Pete Giordanengo	Hon
2.	Dick Kilgroe	Hon

1000cc

1.	George Kerker	Nor
2.	Roland Pagan	Tri
3.	Paul Sharpe	Tri

ELDORADO RACEWAY OVAL TRACK
Sacramento, Cal., Sat., June 22, 1968

By Bobbie Kelly

100cc NOVICE

1.	John Grant	M-B
2.	Pat Rooney	Bri
3.	Mike Simmons	Hon
4.	Sparky Pinola	Hon

100cc AM./EXPERT

1.	Ken Roberts	Suz
2.	Rich Whiteacre	Suz

200cc AM./EXP.

1.	Mike Ellis	Yam
2.	James Polli	Bul

200cc NOVICE

1.	Milan Vickers	Kaw
2.	Joseph Ball	Bul
3.	Paul Randall	Hon
4.	Steve Norberg	Yam

250cc NOVICE

1.	Gale Gibbs	Bul
2.	Mike Waltkamp	Kaw
3.	Jerry Langseth	Yam
4.	Manuel Fernandez	Bul

250cc AMATEUR

1.	Joe Henry	Duc
2.	Jerry O'Connell	Bul
3.	Dick Lewis	Suz
4.	Bob Masters	Bul

250cc EXPERT

1.	George Carter	Yam
2.	Mike Corcoran	Bul
3.	Cliff Aksland	Suz
4.	Cal Simpson Sr.	Bul

GRIPSTERS SCRAMBLES
Elsinore, Cal., Sat., June 29, 1968

50cc

1.	Steve Nichols	Hon
2.	Rick Parker	Hon
3.	J. Lewis	Yam
4.	H. Scott	Hon

100 NOVICE

1.	A. Skeel	Hon
2.	R. Powell	Yam
3.	B. Huntsman	Hod
4.	S. Tinsley	Yam

100 AMATEUR

1.	D. Hopkins	Hod
2.	K. Tennis	Hod
3.	L. Nolen	Bul
4.	M. Kruse	Bul

100 EXPERT

1.	D. Aldana	Suz
2.	K. McDouell	Bul
3.	F. Edwards	Yam
4.	S. Nichols	Hon

POWDER PUFF

1.	S. Termin	Yam
2.	D. Connolly	Hod
3.	S. Talbot	Hon
4.	M. McIntosh	Hon

175 AM./EXPERT

1.	D. Wassingham	Bul
2.	S. Bast	Bul
3.	D. Carlton	Oss
4.	M. Little	Bul

200 AM./EXPERT

1.	B. Speir	Bul
	M. Mumford	Bul
2.	B. Saunders	Bul
3.	C. Thompson	Bul
4.	B. Hisey	Bul

250 NOVICE

1.	J. Grace	Kaw
2.	R. Ellis	Bul
3.	S. Rispin	Bul
4.	J. Arledge	Yam

250 AMATEUR

1.	T. Varveman	Bul
2.	J. Lindeburg	Gre
3.	D. Bird	Bul
4.	R. Mills	Mon

250 EXPERT

1.	F. Edwards	Yam
2.	J. Spague	Bul
3.	R. Vandepool	Yam
4.	R. Lamastus	Yam

21" NOVICE

1.	G. Wiley	Hon
2.	C. McIntosh	Hon
3.	J.J. Keene	Hon
4.	M. Harrison	Duc

500 & OPEN AMATEUR

1.	D. Lenar	BSA
2.	K. Mashburn	Tri
3.	D. Dudek	Tri
4.	D. Hinsley	Hon

CASTLE ROCK TT
Castle Rock, Wash., Sat., June 29, 1968

By J.K. Lacey

TROPHY DASHES

NOVICE

1.	Squire Tomasie	Bul

AMATEUR

1.	Bob Fievez	BSA

EXPERT

1.	Mark Williams	Tri

MAIN EVENTS

NOVICE

1.	Squire Tomasie	Bul
2.	Jack Mott	BSA
3.	John Branley	H-D

AMATEUR

1.	Ike Reed	Tri
2.	Jim Jones	Tri
3.	Jerry Shirley	H-D

EXPERT

1.	Skip Van Leeuwen	Tri
2.	Mark Williams	Tri
3.	Emil Ahola	H-D

ASCOT TT
Sat., July 6, 1968

By Maureen Lee

NOVICE MAIN

1.	Keith Mashburn	Yam
2.	David Aldana	BSA
3.	Steve Bast	Bul
4.	Ron Taylor	Yam
5.	Randy Smith	Bul

Time: 4:59.95

AMATEUR MAIN

1.	Jim Rice	BSA
2.	Butch Turner	Tri
3.	Ben Fakkeldy	Tri
4.	Norm Elledge	Tri
5.	Dave Smith	Tri

Time: 8:01.98

EXPERT MAIN

1.	Skip Van Leeuwen	Tri
2.	Eddie Mulder	Tri
3.	Paul Bostrum	Tri
4.	Mark Williams	Tri
5.	Ralph White	Tri
6.	Bruce Holland	Tri

Time: 11:44.78

NOVICE TROPHY DASH

1.	Dave Hansen	Kaw

Time: 1:18.90

EXPERT TROPHY DASH

1.	Dusty Coppage	Tri

WHITEMAN CLASS A SHORT TRACK
Pacoima, Cal., Sat., July 6, 1968

By Mike Capalite

A MAIN

1.	Don Hawley	JAP
2.	Jack O'Brien	JAP
3.	Bruce Haserot	Jaw
4.	Lee Stumpenhaus	Eso
5.	Dick Aurandt	JAP

B MAIN

1.	Steve Scott	JAP
2.	John Hateley	JAP
3.	Rick Woods	JAP
4.	Paul Conserriere	JAP

C MAIN

1.	Jon Thomas	Eso
2.	Sammy Tanner	JAP
3.	John Carter	JAP
4.	Sonny Nutter	JAP

TROPHY DASH

1.	Don Hawley	JAP

A.M.A. SPORTSMAN SCRAMBLES
Brush Prairie, Wash., Sun., June 30, 1968

By N.A. Williams

100cc TROPHY DASH

1.	Dwane LaPore	Kaw

A MAIN

1.	Jim Einarsson	Hod
2.	Bill Lewis	Hod
3.	Mark Nimick	Hod

B MAIN

1.	Adron Lewis	Kaw
2.	Mike McCall	Bri

C MAIN

1.	Mike McNemar	Suz

200cc TROPHY DASH

1.	Buck Hair	Bul

A MAIN

1.	Darrel Cotton	Kaw
2.	Buck Hair	Bul
3.	Mark Baker	Bul

B MAIN

1.	Dave Ditter	Bul
2.	Lee Tompson	Kaw

C MAIN

1.	Dave LaPore	Kaw

250cc TROPHY DASH

	Bob Lindauer	Yam

A MAIN

1.	Ken Hart	Yam
2.	Bob Lindauer	Yam
3.	Darrel Cotton	Kaw

B MAIN

1.	Bill Cook	Kaw
2.	Ron Fox	Yam

C MAIN

1.	Dale Fassio	H-D

500cc TROPHY DASH

	Bob Lindauer	Yam

A MAIN

1.	Tom Wood	Bul
2.	Bill Cook	Kaw
3.	Bob Lindauer	Yam

B MAIN

1.	Ken Hart	Yam
2.	Jim Einarsson	Kaw

OPEN CLASS TROPHY DASH

1.	J.L. Hoglan	Nor

A MAIN

1.	T.L. Hoglan	Nor
2.	Vern Perry	Tri
3.	Jim Gale	Tri

B MAIN

1.	Henry Schram	Tri
2.	John Ingram	Tri

C MAIN

1.	Cliff Scott	Tri

NAPA COUNTY FAIR HALF-MILE
Calistoga, Cal., Thurs. July 4, 1968

By William Clark

NOVICE TROPHY DASH:

1.	Jay Kanemoto	Suz

AMATEUR TROPHY DASH

1.	Mark Brelsford	Tri

EXPERT TROPHY DASH

1.	Jim Odom	Tri

NOVICE MAIN EVENT

1.	Jay Kanemoto	Suz
2.	Harry Drain	Duc
3.	Joey Soto	Bul
4.	Dick Lewis	Suz
5.	Ray Buck	—

AMATEUR MAIN EVENT

1.	Mark Brelsford	Tri
2.	Gene Conant	Tri
3.	Chal De Cecco	Tri
4.	Bill Lyons	—
5.	Ken Boyer	BSA
6.	Steve Eldridge	—

EXPERT MAIN EVENT

1.	Jim Odom	Tri
2.	Lloyd Houchins	BSA
3.	Bill Verbiscio	—
4.	John Hall	BSA
5.	LeRoy Mainini	—
6.	Butch Corder	Tri
7.	Bob Scally	—

DESERT CHALLENGERS HARE SCRAMBLES
Victorville, Cal., Sun., June 30, 1968

By Dick Wright

1.	Mike Patrick	Op Ex	Nor
2.	Phil Bowers	250 Ex	Yam
3.	John Coots	Op Ex	Tri
4.	Gary Preston	Op Ex	Tri
5.	Tim Smith	500 Ex	Mon
6.	Steve Kirk	Op Ex	Tri
7.	Ron Fry	500 Ex	Hus
8.	James Martino	500 Ex	Hus
9.	Dennis Torgerson	250 Ex	Hus
10.	Tom Poteet	250 Am	Bul
11.	Mike McCoy	250 Ex	Hus
12.	Dick Camp	250 Ex	Oss
13.	Al Baker	Op Ex	Tri
14.	Bill Hutton	500 Ex	Hus
15.	Roy Alexander	250 Nov	Bul
16.	Harry Lawrie	250 Am	—
17.	Bob King	Op Ex	Tri
18.	Jerry Pirkins	500 Ex	Hus
19.	Wayne Peterson	500 Am	BSA
20.	Don McNamee	250 Nov	—
21.	Nick Gula	Op Nov	CZ
22.	Russ Woodworth	250 Am	—
23.	George Zuber	250 Am	—
24.	Bobby Stewart	Op Am	Tri
25.	Bill Walters	250 Nov	—

TRAIL BIKES

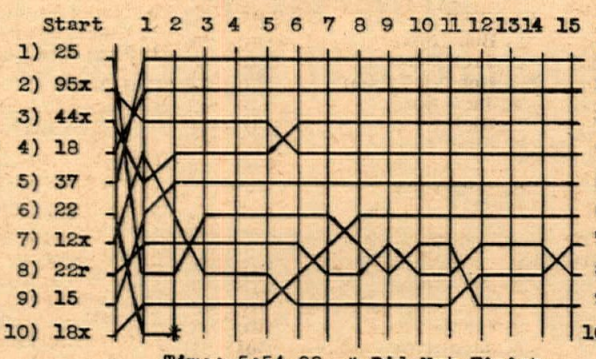
1.	Jack Morgan	Ex	Hod
2.	Jan Banoringa	Am	—
3.	Frank Morgan	Ex	Hod
4.	Terry Clark	Nov	Hod
5.	Roger Peters	Nov	—
6.	James Summers	Nov	Hod
7.	Ed Scheidler	Ex	Hod
8.	Roy Barnett	Ex	Hod
9.	Jim Tripp	Nov	Hod
10.	Lawrence Mulock	Am	—

1968 NATIONAL POINT STANDINGS (After Columbus Nat'l. 6/30/68)

1.	Gary Nixon	315
2.	Calvin Rayborn	313
3.	Bart Markel	237
4.	Fred Nix	190
5.	Dan Haaby	159
6.	Mert Lawwill	159
7.	Dick Mann	131
8.	Buddy Elmore	112
9.	Walter Fulton	108
	Ron Grant	108
10.	Eugene Romero	104

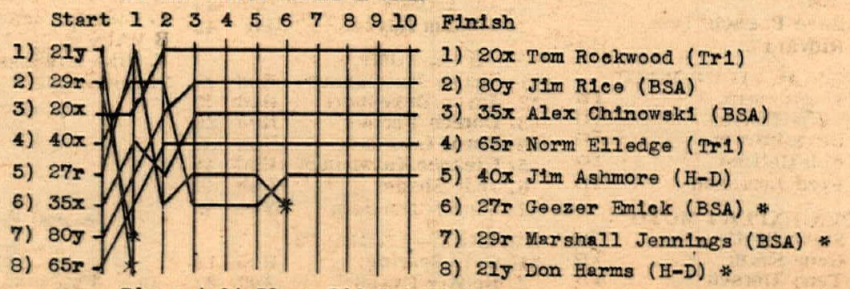
LAP CHARTS by Carol Sims

15-LAP ASCOT EXPERT MAIN EVENT



Time: 5:54.00 * Did Not Finish

10-LAP ASCOT AMATEUR MAIN



Time: 4:04.39 * Did Not Finish

RESULTS

ALL-STATE CHAMPIONSHIP SCRAMBLES
Dirt Diggers M.C.
Corriganville, Cal.,
Sat. & Sun., June 6-7, 1968

By Maureen Lee
(UNOFFICIAL)

100cc NOVICE
1. Mark Blackwell Hod
2. Gaylord Terry Hod
3. Steve Goldberg –
4. Tom Rapp Hod
5. Michael Rendich Bul

100cc AMATEUR
1. Bob Vacca Bul
2. Jim O'Neal Bul
3. Jeff Heininger Hod
4. Tom Culp Hod
5. Jan Bandringa Suz

100cc EXPERT
1. Eugene Cannady Hod
2. Kirk McDowell Bul
3. Eric Jensen Hod
4. Marty Endless Bul
5. Hayward Mendenhall Hod

125-175 AM./EXP. MOTO
1. Steve Scott Bul
2. Jim Doron Bul
3. Linus Beall Bri
4. Kim Kimball Mon
5. Preston Petty Mai

125-175 NOVICE MAIN
1. Craig Cove Oss
2. Mike Rendich Bul
3. Mark Cook Bul
4. Dave Rodgers Bul
5. Tom Pollard Bul

POWDER PUFF MAIN
1. Patricia Domay Hod
2. Eulene Long Hon
3. Diane Connolly Hod
4. Tina Peterson Bul
5. Cathy Truesdale Bul

250cc NOVICE MAIN
1. William Shapley Yam
2. Rick Wimer Bul
3. Tiny Capistrano Bul
4. Jim O'Neil Bul
5. Walt Bird Yam

250cc AMATEUR MAIN
1. Larry Shoemaker Bul
2. Jack Sessler Bul
3. Willie Hockie, Jr. Oss
4. Ron Rondell Mai
5. Jim LeBlanc Bul

250cc EXPERT MAIN
1. Steve Scott Bul
2. Preston Petty Suz
3. Russ Darnell Hus
4. Ron Nelson Mon
5. John DeSoto Mon

200 AM./NOV. MOTO
1. Mike Ellis Yam
2. Art Amarillos Hon
3. Larry Grant Bul
4. Bruce Medina Bul
5. Ken Meter Bul

350 NOVICE MAIN
1. Jim O'Neal Bul
2. Brian Short BSA
3. Bruce Iversen Duc
4. Don Burch Bul
5. Jack Colville Mai

350 AM./EXP. MOTO
1. Bill Verbiscio Yam
2. Richard Wunder Hon
3. Frank Spangler Bul
4. Al Rollins Bul
5. Lyman Woodcock Bul

500 NOVICE MAIN
1. John Hateley Tri
2. Joe Biedenbach Bul
3. Everett Creach Mon
4. Butch Clark BSA
5. Frank Russo Hus

500 AMATEUR MAIN
1. Richard Wunder Mai
2. Al Baker Tri
3. Wayne Peterson BSA
4. Bill Dawson Gre
5. Bob Walling Hus

500cc EXPERT MAIN
1. Steve Scott Bul
2. Ron Nelson Mon
3. Preston Petty Mai
4. Sonny Nutter Tri

OPEN NOVICE MAIN
1. Tom Simpson Tri
2. Bob Melton Tri
3. Richard Stanworth Tri
4. Don Mitchell Tri
5. Jerry Rateliff Tri

SIDEHACKS
1. Marvin LeBlanc/ John Burns Bul
2. Steve Sechler/ Joe Garoner BSA
3. Jim Stevens/Dennis Dros Tri
4. Dave Roesch/Tom Ridyard Hus

OPEN AMATEUR MOTO
1. Jim Dorman Tri
2. Terry Davis Tri
3. Dave Brewer Tri
4. Bob Bellino Tri
5. Fred Jamieson Tri

OPEN EXPERT MOTO
1. Steve Scott Bul
2. Gene Smith Tri
3. Terry Dorsch Tri
4. Barry Hurst Tri
5. Elmer Gantry Tri

MARYSVILLE SCRAMBLES
Marysville, Cal.,
Sun., June 30, 1968

By Dale McKinnon

100cc CLASS
1. Gary Lozano
2. John Grant
3. Pat Rooney
4. Bill Strange

100 AMATEUR-EX.
1. Kenny Roberts
2. Delno Becker
3. Rick Whiteacre

250 CLASS
1. Mike Woltkamp
2. Lee Ray Jackson
3. Don McNabb
4. Melvin Byers

250 AMATEUR
1. Joe Henry
2. Jack Driggs
3. Dick Turner

250 EXPERT
1. Merril Beidelman
2. George Carter
3. Gary Willis

350-650 CLASS
1. Joe Brazil
2. John Lane
3. Willie Battaggin
4. Rick Graves

650 AMATEUR
1. Wayne Chase
2. Dale Rich
3. Bill Burbank
4. Dennis Dickerson

650 EXPERT
1. Cliff Askland
2. Carl Leihr
3. Phil Ray
4. Merril Beidleman

SALINAS RAMBLERS HILLCLIMB
Gonzales, Cal.,
Sun., June 30, 1968

By Margie Oxford

100cc NOVICE
1. Tom Sawyer M-B
2. Robert Silva Suz

200cc NOVICE
1. Larry Silva Bul
2. Keith Roessler Bul
3. Joe Ponte Bul

250cc NOVICE
1. Doug Little Bul
2. Paul Liebenberg H-D
3. Don Cortez Gre

250cc AM/200-250cc EX.
1. Manuel Punte Bul
2. Albert Ponti Bul
3. Manuel Ponti Bul

350cc NOVICE
1. Clayton Catlett Hon
2. Roger Voyles Hon
3. Harvey Baron Hon

500cc NOVICE
1. Keith Roessler Ind
2. Mel Cunha Hon
3. Chuck Sterne Tri
4. John Preble Bul

40" NOVICE
1. David Priddy BSA
2. Dick Oxford H-D
3. Marc Smith BSA
4. Tom Elsa Tri
5. Leonard Sandoval BSA
6. Larry Smith BSA

40" AMATEUR
1. Ron Little Tri
2. Steve Brooks Nor

40" EXPERT
1. Frank Durso BSA

SCTA ENGLISH TRIALS
Littlerock, Cal.,
Sun., June 23, 1968

MASTER		Pts.
*1. Bob Grove	Gre	25
*2. Jack Milne	Tri	39
*3. Bob Nickelsen	Gre	43
4. Jack Ward	Tri	45
5. Dick Eaton	Tri	47
5. Dave Evans	Bul	47
5. Lee Rombeau	Hod	47
6. Sig Erson	Gre	51
7. John Walters	Hon	52
EXPERT		
*1. Warner Mobley	Bul	44
2. Ron Roach (tie)	Tri	47
2. Don Lawrence (tie)	Tri	47
3. Duane Stone	Gre	48
4. Jacqualine Mobley	Bul	61
AMATEUR HVYWEIGHT		
*1. Jim Ward	BSA	31
2. Jim Kayser	Bul	34
3. William Haynes	Tri	42
AMATEUR WOMEN		
*1. Sondra Hutchinson	Hod	23
*2. Joyce Davenport	Hod	25
3. Doreen Portner	Hon	26
4. Carol Lawrence	Hon	32
5. Eleanor Kavanaugh	Hod	44
6. Judy Shader	Lob	47
7. Shirley Dingman	Yam	50
AM. KIDS – UNDER 12		
*1. Gale Searing	Hod	14
2. Debbie Evans	Toh	22
3. Rocky Kavanaugh	Hon	22
4. T.M. McCeachin	Rom	40

AMATEUR ULTRA LTWEIGHT
*1. Ed Davenport Hod 5
*2. Gary Barton Hod 9
*3. Gary Becker Hod 18
*4. Louie Dunn Bul 23
*5. Don Clement Hod 24
6. Hank Kerlin Hod 26
7. Bob Riggs Hod 27
8. Ted Dore Hod 32
8. Ray Jackson Hod 32
9. Bob Devore Hon 33
10. Joe Bushey Hod

AMATEUR LIGHTWEIGHT
*1. Loyd Davis Tri 4
*2. Fred Shader Bul 11
*3. Lee Pool Oss 13
*4. Gary Davis Gre 13
*4. John Brewer Yam 13
5. Russ Wassell Yam 13
6. R. Griot Gre 18
7. Vince Martinelli Gre 20
8. William Deeter Hon 26
9. Dale Sutton Bul 33
10. R.W. Fry Gre 41

AMA 10-MILE NATIONAL CHAMPIONSHIP
Columbus, Ohio
June 30, 1968

1. Gary Nixon Tri
2. Fred Nix H-D
3. Mert Lawwill H-D
4. Cal Rayborn H-D
5. Dick Mann BSA
6. Chuck Palmgren Tri
7. Elliott Schultz H-D
8. Larry Palmgren Tri
9. Ronnie Rall H-D
10. Bart Markel H-D
11. Neil Keen BSA
12. Darrel Dovel H-D

Time: 9:16.20 (20 Laps)

AMATEUR FINAL
1. Larry Darr H-D
2. Mark Brelsford Tri
3. John Leale Tri
4. Bentley Hardwick BSA

Time: 7:41.90 (16 Laps)

SUNNY VALLEY TT SCRAMBLES
Grants Pass, Ore.,
Sun., June 30, 1968

By Virginia Copeland

100 CLASS
FLATTRACK
1. Don Thumler M-B
TROPHY DASH
1. Dave Russell Kaw

A MAIN
1. Gene Schneider Bul
2. Dave Russell Kaw
3. Perry Layman Hon

200 CLASS
FLATTRACK
1. Gene Schneider Hon
TROPHY DASH
1. John Soy Bul

A MAIN
1. John Soy Bul
2. Dennis Krois Yam
3. Dale Hall Jr. Bul

KID'S CLASS
FLATTRACK
1. Rick Ziegler Yam
TROPHY DASH
1. Rick Ziegler Yam

A MAIN
1. Rick Ziegler Yam
2. John Renfro M-B
3. Peter Simonsen M-B

B MAIN
1. Randy Johnson Bul
2. Jerry Crews Hon

250 CLASS
FLATTRACK
1. Larry Howard Yam
TROPHY DASH
1. Duane Francisco CZ

A MAIN
1. Duane Francisco CZ
2. Mike Thompson Mon
3. Jerry Bergquist Hon

B MAIN
1. Harvey Ziegler Yam
2. Wally Coburn Kaw

B FLATTRACK
1. Larry Howard Yam

OPEN CLASS
A FLATTRACK
1. Bob Vaughn Tri
TROPHY DASH Tri
1. Bob Vaughn Tri
A MAIN
1. Bob Vaughn Tri
2. Fritz Espy Bul
3. Wes Word Tri

B FLATTRACK
1. Mike Lawless BSA
B MAIN
1. Mike Lawless BSA
2. Bob Snooks Kaw

JACK RABBITS FIRE-CRACKER FIESTA
Perris, Cal.,
Thurs., July 4, 1968

500cc MOTO CROSS
1. Steve Nichols Hon
2. Gary Caldwell Hon
3. Hank Scott Yam

100cc POWDER PUFF
1. Sandy Terman Hod
2. Diane Connelly Hod
3. Elaine Olds Hod

100cc NOVICE MAIN
1. Paul Lambert Hod
2. A. Skeels Hon
3. R. Powell H-D

100cc AMATEUR MAIN
1. D. Hockie Hod
2. J. Gilchrist Yam
3. G. Haserot Hod

100cc EXPERT MOTO
1. Kirk McDowell Bul
2. Gary Scott Hon
3. Fred Edwards Yam

175-200cc AM./EXP. MOTO
1. Loyal Walker Bul
2. D. Massingham Bul
3. L. Quintard Bul

250 AM./EXPERT MOTO
1. J. Holt Gre
2. G. Scott Yam
3. F. Edwards Yam

250 NOVICE MAIN
1. R. Ellis Bul
2. S. Ristin Bul
3. R. Lamastes Yam

CONSOLATION
1. Keith Tennis
2. K. Silva
3. J. Perkins

350cc NOVICE MOTO
1. J. Sanborn Duc
2. B. Short BSA
3. R. Bird Hon

500cc NOVICE MOTO
1. D. Stinson III Tri
2. J. Harnisch BSA
3. M. Mockbee Tri

500cc AMATEUR
1. D. Lenar BSA
2. R. Stinnett BSA
3. D. Bostain Mat

500-650 EXPERT MOTO
1. Ben Fakkeldy Tri
2. Terry Dorsch Tri
3. J. Larson Tri

650cc AMATEUR MOTO
1. J. Foxe Tri
2. F. Rogers Tri
3. R. McDaniels Tri

650cc NOVICE MAIN
1. J. McClurg BSA
2. F. Corley Tri
3. C. Miller Tri

WHEELIE
1. B. Ward Tri

MOTO-CROSS RESULTS
Carlsbad Raceway, Cal.,
Sun., June 30, 1968

125cc JUNIOR
*1. T. Rapp Hod
*2. J. West Hod
*3. B. Thure Bul
*4. N. Benham Hod
*5. K. Collins Sac
*6. D. Bassani Hod

250cc JUNIOR
*1. W. Clarke Kaw
*2. B. Kulek Hus
*3. C. Folks Hus
*4. J. Rutter Gre
*5. D. Keefe Gre
*6. M. Pera CZ
*7. J. Bentley Hus
*8. J. Chitwood Yam

500cc JUNIOR
*1. R. Wilson Hus
*2. B. Hedrick Hus
*3. K. Kimball Mon
*4. T. Scales Hus

125cc EXPERT
*1. L. Larsen Pen
*2. G. Bailey Hod
3. E. Jensen Hod

250cc EXPERT
1. R. Darnell Hus
2. W. Axthelm CZ
3. J. DeSoto Mon
4. W. Harry Gre
5. R. McCarty Yam

500cc EXPERT
1. L. Larsen Hus
2. R. Nelson Mon
3. J. Robert Hus
4. G. Bailey Gre
5. H. Backer CZ

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QUESTIONS AND ANSWERS

By The Answer Man

QUESTION: *I am interested in drag racing and would like to know the current records certified by A.H.R.A. Is it possible for me to obtain such a list? T.T.–Rochester, NY*

ANSWER: Sure, just send a request to: A.H.R.A.; 1820 West 91st Place, Kansas City, Missouri, 64114.

QUESTION: *Where can I contact someone who can give me information in regards to a Vincent "Meteor Comet," the 500cc single cylinder machine? W.F. – Chula Vista, Calif.*

ANSWER: We suggest you try Mr. Marty Dickerson, 292 Beyer Lane, Thousand Oaks, Calif.

QUESTION: *I have designed a new smog control device for motorcycles, both two-and four-strokes. I wish to take the necessary steps to protect my ideas and would like to know which is the correct method to apply, copyright or patent. How are they different? M.B. – Van Nuys, Calif.*

ANSWER: First let me suggest you obtain the services of an attorney, for if your device is worthwhile, the cost will be well spent for qualified expertise.

The copyright will only protect your engineering drawings from reproduction. It does not prevent a person from manufacturing the object in the drawing. The patent is to protect you from anyone making or selling your invention.

QUESTION: *I have a 650cc Triumph that vibrates rathet severely. I intend to overhaul the engine and would like to have the crankshaft balanced. I was told I would have to specify a "balance factor" to the machine shop. What are the figures I should give them? A.P. – Elko, Nevada.*

ANSWER: Number one, be sure and deliver to them all components that are a part of the reciprocating mass. Crank, rods, inserts, pistons, pins and circlips. If your engine is a pre-unit, tell them you want it balanced at 71%. If a unit engine, specify 85%.

QUESTION: *I purchased a Norton 400cc "Electra". Can you give me the bore and stroke specifications for this model? What did the factory claim in performance figures? D.C. – Pasco, Wash.*

ANSWER: The 24 inch or 400cc "Electra" had a bore of 66mm or 2.598" and a stroke of 56mm or 2.205". The Norton was claimed to deliver 276 hp at 6800 rpm, with top speed of 90 mph.

QUESTION: *Since I still have a two-stroke motorcycle from the old school of mix it by hand rather than "Auto-Lube" what is the average fuel to oil ratio I should use for general purpose running? G.P. – Cleveland, Ohio.*

ANSWER: A mix of 1:24 or one third pint of oil per gallon of gas has been found a safe mix on all two stroke motors.

QUESTION: *In recently gunking down my bike I flooded the mag with water and despite blowing out the unit with air and heating it with a torch there is still water in the case. Short of taking it off and having to retime my ignition is there any way I can dry it out? B.R.–Monterey Park, Calif.*

ANSWER: I sure hope you have an armature left after heating the unit with a torch! I suggest you remove one of the spark leads and pour some Carbon Tet into the magneto body. Carbon tetrachloride evaporates quickly leaving no residue. Since water and Carbon Tet mix together, the evaporation process should take the water with it.

QUESTION: *I am restoring a 250cc Aerial "Arrow". How do I properly take down the lower end? R.V. – Huntsville, Va.*

ANSWER: I presume the top end, primary chain cover and chain has been removed. Next remove the clutch and engine sprockets, alternator and rotor. There are two crankcase covers to remove. The drive side is secured by four nuts and one screw, one bolt. There is an engine sprocket key that should also be removed. The right side cover is held by three screws and three nuts. There is also a crankshaft rotor key that should be removed.

This engine accommodates a two-piece crankshaft that must be split. Note that the right side is hollow. Inside there is an Allen head bolt that must be removed by a lot of leverage in a counter-clockwise direction. If you feel the bolt come loose and then tighten again and keep turning, for the bolt is also an extractor that will cause the crank half to break free of its taper joint with the left side half.

Remove the right half of the crankcase by positioning the connecting rod at the bottom and then give a heafty outward pull. The left side may then be removed by positioning the rod at top and exerting the same outward pull. Both halves should now be free of the crankcase center bearing. To remove that bearing, heat the crankcase and use a drift to drive the bearing from its seat.

QUESTION: *Is there any way I can check the rectifier in my ignition circuit? P.O.–Granada Hills, Calif.*

ANSWER: Disconnect all wiring from the rectifier terminals and remove it from its mounting. Obtain a 6 volt battery (or twelve) and 6 (or twelve) volt .04 amp light bulb, dependent on ignition voltage. Attach one wire from the battery's positive (+) terminal to the rectifier mounting post of bolt. Connect another wire to the battery's negative terminal and the other end to the light bulb. Now touch the bulb's metal body to each of the rectifier's A.C. terminals, one at a time. If the bulb lights at any point the unit should be discarded due to excessive "back flow." Next, connect the rectifier's D.C. terminal to the batteries negative post(–) and the wire and bulb again to each of the A.C. connections. If the bulb lights, the rectifier is defective. Another check is for continuity and an amp meter is needed along with a 30 watt light bulb and 6 (or twelve) volt battery. Connect the bulb and amp meter in series with the battery's negative terminal and then to the rectifier A.C. terminals one at a time. The rectifier's D.C. terminal should be connected to the battery's positive post. In touching each of the A.C. terminals the bulb should light and ammeter read approximately 4.5 amps at 6 volts or 9 amps at 12 volts.

Next, leave the wires connected as they are at the battery posts and connect the negative lead to the rectifiers mounting post or bolt. Again put the bulb, meter and positive lead in contact with the rectifiers A.C. terminals and look for a meter reading of 4.5 amps (or 9 amp.). If it is below 3 amps or 7 amps respectively, the rectifier must be changed.

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DRAG RACING

By Bob Ebeling

Special arrangements were made with Mr. C.J. Hart, manager-director of Lions Drag Strip, for a special inter-club drag meet that took place on Sunday, July 7, with nearly 100 racers entered. Ninety percent of the entries were Harley-Davidson owners and many had hauled their racing steeds over 400 miles to try their hand at quarter-mile acceleration.

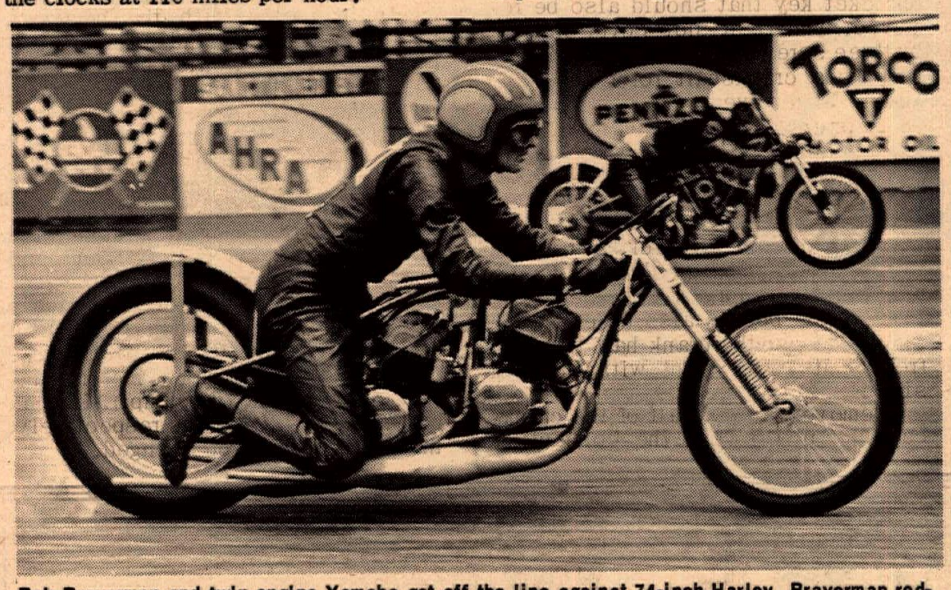
Early McGraw and Walter Murray were the real heroes after defeating all Sportster riders; such heroes, in fact, that the spectators lifted McGraw on their shoulders and paraded him all through the dragster staging area. Murray is the owner and tuner of the 1966 Harley Sportster that clocked a best quarter-mile run of 13.26 seconds at 98 miles per hour.

Others who succeeded in putting their names on the hero's roster by winning a class trophy were: Mike Mallin on a full dress Harley 74 and a gentleman by the name of Kimbal who won C class honors.

For a little variety in the racing scene, Clarence Bailey's 74-inch dragster and American Speed Cycle's 650cc Triumph faced each other for a two-out-of-three match race. Bailey's Harley set off more red lights than an escaping convict and lost out to the Triumph that turned a best time of 12 seconds flat and reached the clocks at 110 miles per hour.

Another big scene in Sunday's racing was made when Bob Braverman entered his twin-engine Yamaha in the A gas division against 74-inch machines. The "A" men set up a loud cry that sent Braverman back to his proper bailiwick with machines his own size. As a result, Braverman raced the twin-engine Suzuki of Nicosia and Murphy. Braverman was over-eager and drew a red light that gave an easy win to Tony Nicosia who rode the twin-engine Suzuki through the lights in 11.34 seconds at 126.00 miles per hour. Although Braverman lost out in the trophy match, he later came back to race for top bike and won with no recorded time or speed.

John Muller looked like a good contender in A gas against Clarence Bailey and George Jonovich, but brought anticipation to a halt when for a third time he lost control of his 74-inch Harley and came face to face with the hard facts of asphalt's non-giving surface. After he



Bob Braverman and twin-engine Yamaha got off the line against 74-inch Harley. Braverman red-lighted in his run against Tony Nicosia's twin-engine Suzuki, came back to win top bikes.

All of this club racing was under the control of one man and a pair of good looking little ladies. All systems of eliminations and awards were up to them, and all of this took place between 4 and 7 p.m. Instead of having the clubs run normal eliminations, Mr. Hart just relinquished the strip into their hands. I didn't get to gather these three names so will just call them "King Al" and the "two sweet swingers."

Lions Eliminations

Before those club matches became a reality, Lions Drag Strip and the cycle pit director Dan Zeman proceeded in the normal process of class eliminations.

There was a lot of action between some of the old regulars and a bit of nip and tuck dueling of some new machinery.

Old hands but with something new were the Norton representatives of Moulders and Reese. We hadn't seen this team in action in nearly a year and they really surprised everyone with the unveiling of an all-aluminum framed dragster. Their engine was pure stock, but the frame scales in at 17 total pounds that allowed the Norton to clock runs in the 12 second bracket. Their engine will need some changes to make a winner's circle, for this time they were put down by the American Speed Cycle Triumph that won a trophy in 12 quick and flat seconds at 110.00 miles per hour.

went down it was quite a while before the prone body began to move. After all, he parted company with the bike at 109 miles per hour. Actually he suffered only slight cuts and bruises and I think he was just lying there shedding embarrassed tears for the third time down.

Clarence Bailey succeeded in besting American Speed Cycle's new twin engine Norton with a run of 12.09 – 108.82 that secured the A gas trophy.

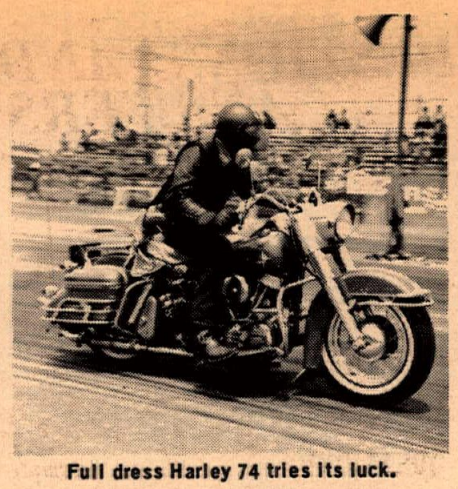
Modified

Linn rode an E class Suzuki for the day's quickest elapsed time modified street bikes and took his trophy with 12.25 seconds and 99.33 miles per hour.

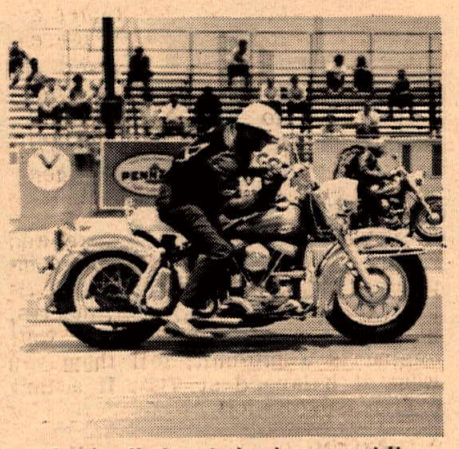
The best in miles per hour for modifieds belonged to Grant Hannah and his class winning Triumph that turned a great 106.00 at the end of a quarter-mile.

Stockers

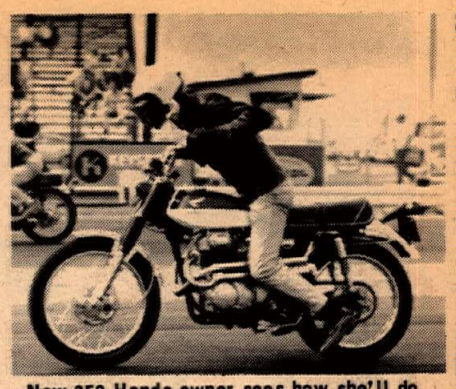
Let no one have any doubt, the 500cc Suzuki that Sommers rides each week in drag competition is a real hauler. He was second best in the day's performance figures for stock bikes, but tops in his class. Sommers ran the Suzuki through the quarter-mile timing clocks in 12.90 seconds and reached a top speed of 102.15 miles per hour.



Full dress Harley 74 tries its luck.



Another Harley stocker has a go at it.



New 350 Honda owner sees how she'll do.

Best man in the stock division was Richardson and he was mounted on a 55 inch Harley-Davidson Sportster that traveled to a top speed of 108.50 in just 12.43 secs.

Coming Attractions

It's just 6 weeks until the great campout. In case you've never heard of this event, it's also been known as the Bonneville Speed Trials. Last January, almost all motel accommodations were prereserved for the week of August 18-24. If your name is not now in the registration books, plan on camping under the great canopy of blue.

Only one week after the speed trials, August 31 and Sept. 1 and 2, to be exact, is the scheduled race date for annual A.H.R.A. World Championship races at Green Valley, Texas.

(Results on page 20)

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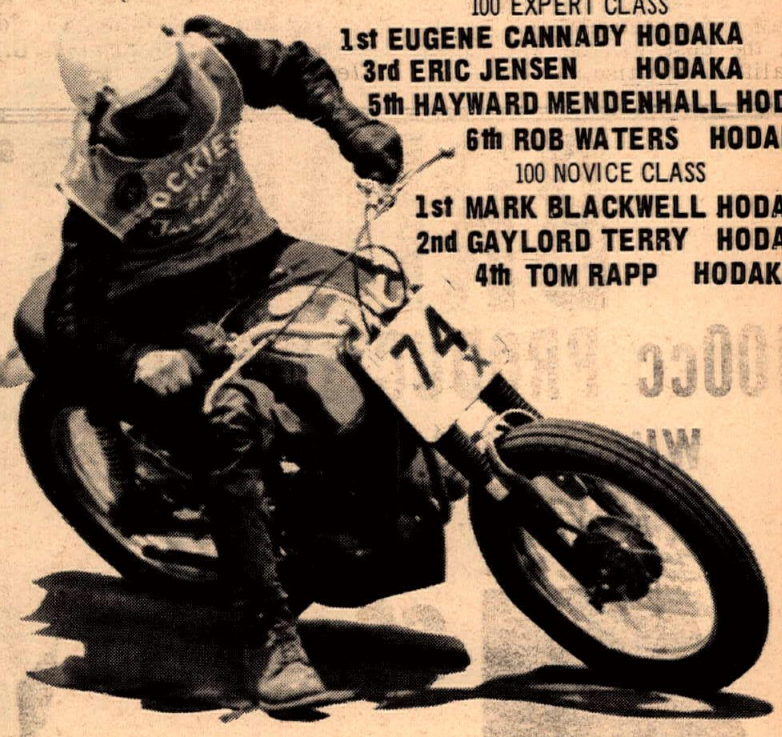
100 NOVICE CLASS
1st MARK BLACKWELL HODAKA
2nd GAYLORD TERRY HODAKA
4th TOM RAPP HODAKA



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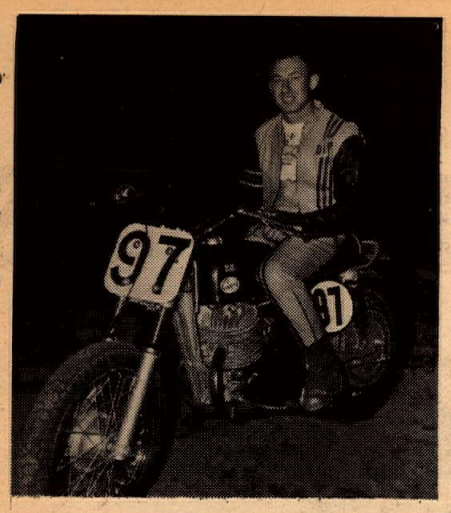

JAGOW, GREEVES WINNING NORTHWEST CROSS-COUNTRY

Portland, Oregon's Dick Jagow, well-known cross-country rider as well as AMA Nat'l. No. 97, recently took first place overall in one of the most gruelling of all desert events, the Vantage Cross-Country race, toughest in Pacific Northwest history. Of 187 starters only 38 finished the grind, and it was Greeves-mounted Jagow who led Larry Robinson (Husky), John Sweatt (Greeves), George Wise (Husky) and Dick Poulin (Maico) to hard-earned victory.

WEBCO'S NEW HODAKA GAS CAP

This new Hodaka gas cap from Webco is cast from aluminum alloy and expertly machined for a precision fit. Unique design features convenient finger grip and vent tube to assure unrestricted fuel flow under all conditions and to eliminate

overflow. Uses standard Hodaka sealing gasket. Part number on this item is 1011 and it sells for $3.95.

CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY – P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE ?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS(AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea. Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring Club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Don Ricardo, 964 Hillside Terr., Pasadena. Tel. (213) 682-1563.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, preservation, and antique motorcycles. So Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-6546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOXES M.C., desert competition and trail riding club. Seeking AMA sanction. Meet 1st Wed. of each month 7:30 p.m. at selected locations. Call Lloyd Powell at (213) 923-7022 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS M.C., AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. at Cliff House, 15145 Pacific Coast Hwy, Pacific Palisades. Mail address: 8921–11th Ave., Inglewood, Cal. 90305. Phone: (213) OR. 8-2868.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets Thursdays at 8:30 p.m. at 5567 So. Norwalk Blvd., Whittier, Calif. 90601. For info call Paul at 699-0298.

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HATS M.C. For information write to P.O. Box 467, Martinez, Calif.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting refreshments. Mail address: P.O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 307 W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 14 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 8 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (dirt riders only).

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Cutler, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9459.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres.: J. M. Jones – 989-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075, Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.R. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1030. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd., Sacramento. Mailing address: P.O. Box 8544, Sacramento, Cal. 95822.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Friday night at 8 p.m. with the 3rd Friday night of the month being a social evening. Club address, 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E. Kirkland, Wa. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st and 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contacts: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Harley Shop, 426-2875.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount. Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanc. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Calif. Ph. 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in rear. Refreshments during meeting. Phone (213) 222-2720.

SO. CALIF. M.C. ASSN. Road riding club. Meets 8 p.m. 1st Wed. of each month at Bloomfield Park on Pioneer Blvd., 3 blks. no. of Carson in Lakewood, Cal. For info call (213) 429-3557 or write 5849 Tanglewood St., Lakewood, Cal. 90713.

SO. CAL. M/C. Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank. Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only. Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address, P.O. Box 371, Lawndale, Cal. 90260. Call 676-8610 or 664-1811.

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TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

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VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding-club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

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SUNNY VALLEY TT SCRAMBLES

Story by Virginia Copeland

Sunday, June 16 dawned bright and clear, a perfect day for the races at Sunny Valley Speedway in Grants Pass, Oregon. The track had just been resurfaced and was in beautiful condition, and at race time there were 78 riders signed up and raring to try it out. The 100 class was first away and Dave Russell, riding a Kawasaki sponsored by Wally's Kawasaki Shop was in his usual good form and spot, out in front to take both the Trophy Dash and "A" Main without any trouble.

The 200 class also saw one man take both the Trophy Dash and "A" Main. John Soy (Bultaco) had no problem capturing the trophies in that division. Second place was a different story. Dale Hall Jr., also Bultaco, Dennis Krois (Yamaha) battled all the way for it. Dale led Dennis for five laps then Dennis got around him on the sixth lap and crossed the finish line ahead for second place, leaving Dale in third.

The kids class was quite interesting. At the last race Peter Simonsen (Moto-Beta) took all the first place trophies while Rick Ziegler (Yamaha) had to settle for second. This time it was the other way around; Ricky took all the first place trophies home while Peter had to be content with second. Keep your eyes on these two boys, there is going to be some good racing between them.

The 250 Class saw Honda-mounted Jerry Bergquist out in front to take home the Trophy Dash gold. The "A" Main was one of the most exciting races of the day as we watched Bergquist, Randy Scott (riding a Yamaha single sponsored by his dad's shop, European Motors), Ralph Detloff (Bultaco) and Mike Thompson (Montesa), go screaming around the track right together the whole race. Randy got off the line in the lead, and held it for two laps then Jerry got around him and worked hard at keeping it. Randy tried to get him on the inside and then on the outside but Jerry anticipated his every move.

Then Randy pulled a sneaky; he stormed up on the outside of Jerry on a corner just long enough for Jerry to see him there. When Jerry started drifting out Randy ducked to the inside and took over the lead. Jerry tried to get it back again but Randy wasn't about to let him and crossed the line about a half-a-wheel in front. Meanwhile, there was a battle for third just a bike-length or so behind the winners. Detloff and Thompson swapped places innumerable times but when the checkered flag dropped Ralph was in third spot.

The Open Class saw Ken Willingham (BSA) capture the Trophy Dash. Rob Foley, also riding a BSA, came off the line first followed by Willingham and Randy Scott (Maico). Ken took over the lead on the second lap only to slide out leaving Rob in front followed by Randy. In the meantime Fritz Espy, aboard a Bultaco El Bandido sponsored by Pollock's Marina, hadn't been standing still. He worked his way through the pack, took over second place; another lap around and he went by Rob for first. There was no catching him. Rob and Randy were still battling it out for second and third and when they crossed the finish line it was Rob a close second and Randy third.

(Results on page 20)

RAYMOND AND WALKER TOPS IN TROJAN TT

By Mike Capalite

SOUTH GATE, Calif., June 27 – Jimmy Raymond (Suzuki) was the top man in the 100cc class last Wednesday at Trojan Raceway as his main contender, Gary Bailey was sidelined due to injuries sustained at Elsinore on Saturday night. The first heat was won by Troy McKee (Hodaka) and the best that pole man Dale Hopkins could do was 4th place which put him in the semi, but he didn't make it to the line, the first time in a long time that Dale hasn't been in the Main Event. Jimmy Raymond had pole position in the second heat, grabbed the lead and although Sonny Nutter (Hodaka) pushed hard all the way, he didn't quite have enough engine to take the lead away.

In the 100cc Trophy Dash, Brian Spinks (Yamaha) held Raymond at bay until, with one lap to go, Jimmy made a hard charge down the straightaway. But he drifted wide on the cutback before the jump and both Spinks and McKee got underneath him, with Spinks winning.

In the 100cc Main event, Jimmy roared off the line with the determination of someone who is going to win at all costs. Sonny Nutter was right on his rear wheel but couldn't find the combination to get around and had to settle for a 2nd place. Third and 4th went to Spinks and McKee while Larry Heinselman (Hodaka) and Steve Hyder (Hodaka) took 5th and 6th respectively.

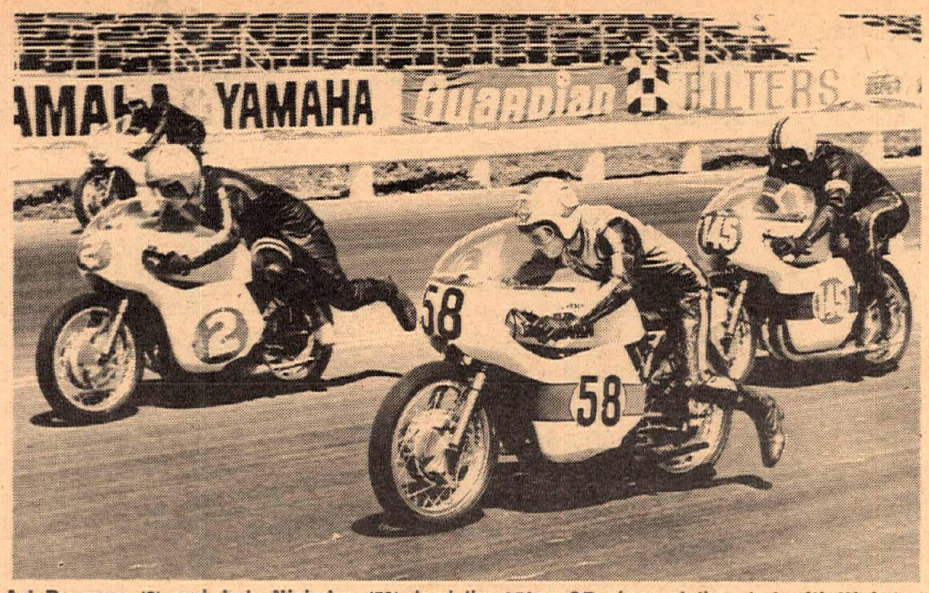
Ring Roars

As the first 250cc heat got underway, Jim O'Neal (Bultaco) took the win with Jerry Formby (Yamaha) and Eddie Walker (Triumph) staying on his rear wheel for the entire race. In the second heat, R.W. Ring led from the start with Charles Gann (Bultaco) going off course but slowly moving his way up to second place. In the 250cc Trophy Dash, Ring grabbed the lead and held it for the win, looking like he might be the man to beat in the Main Event.

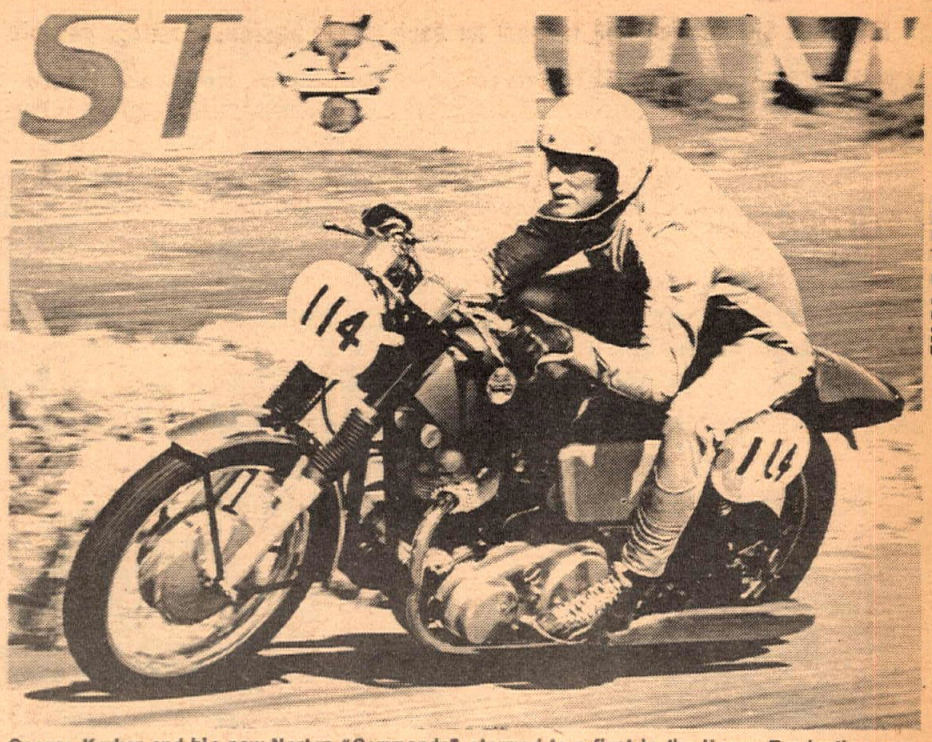
Sure enough, Ring led at the start of the Main with Jim O'Neal right behind him, but out of the first corner, O'Neal went wide, tried to climb the side of the jump and lost it. He got going again, but was a lap behind. This left the lead wide open to Ring (Husqvarna) with Jerry Formby (Yamaha) running second. Then came Charles Gann (Bultaco) and Eddie Walker (Triumph). Ring appeared to have it sewed up when suddenly his machine stopped coming out of the jump corner and before he could get it going again, he had dropped down to sixth position. Jerry Formby took over and held first place until the last lap when Eddie Walker, in a final burst of speed, passed Jerry for the win. Third place went to Richard Weiss (Bultaco), who was down from Monterey. Ring had worked his way up to 4th while Paul Kastriades (Greeves) took 5th and Loyal Penn (Bultaco) 6th.

(Results on page 20)

AFM MID-SEASON ROAD RACE NATIONAL



Art Baumann (2) and Jody Nicholas (58) lead the 250cc GP class at the start with Nicholas getting to the checkered flag first and Baumann second.



George Kerker and his new Norton "Commando" stormed to a first in the Heavy Production race.

By Tom Finlay
Photos by Dennis Greene

ORANGE CO. INT'L. RACEWAY, June 30 – A warm June day greeted riders and spectators who turned out for the ninth AFM championship road race held so far this season. The attendance was definitely showing an upswing, and the fans were well rewarded by a fine day's racing. The $500 purse being paid by the Raceway to the GP classes has seemingly brought out the desire on the part of the competitors at these events to present a first class professional program. The efforts by those dedicating free time to the Los Angeles Chapter of the AFM, without whose help the running of these events would be impossible, should also be praised at this time. On with the show!

Something New

A new order of running the program was tried with the first race. The 50cc GP bikes were flagged off, and after a short pause, a second flag waved off the entire lightweight field. Made for some interesting racing, but no one was catching #1 Ron Grant. Grant was showcasing a seldom seen, in this country, Suzuki factory 50cc works twin. 10 (?) speeds and all. He was heard down-shifting seven times going into the Tower Bend. First non-works 50 home was Don Dierking, second in class, followed by Dan Osborne, riding Honda and Ital-Vampire respectively.

In the Lightweight Production field, Jonas Israel (180 Yamaha) carried off first overall and first 200cc. First 175 was Chris Moore (Bridgestone), first 125 home went to Steve Froschauer (Yamaha), and the large 100cc class was bagged by Yamaha mounted Rick Blake.

Second event was the also new combined 100-125-175 race. Leaping into a first lap lead, Honda mounted Dave Allee soon had pre-race favorite Reg Pridmore nipping at his wheels. Pridmore gained the advantage and sailed home as first overall and 125 class winner on his Power Research Bultaco. Allee won the 175 and third overall was Pete Giordanengo (Honda 125). Making his first appearance at an AFM event in a while was second 175 Ralph LeClercq (Ducati). First 100, and a long way from the rest of his class, was Yamaha-Angel mounted Jeff Pasternak.

Nicholas Benefit

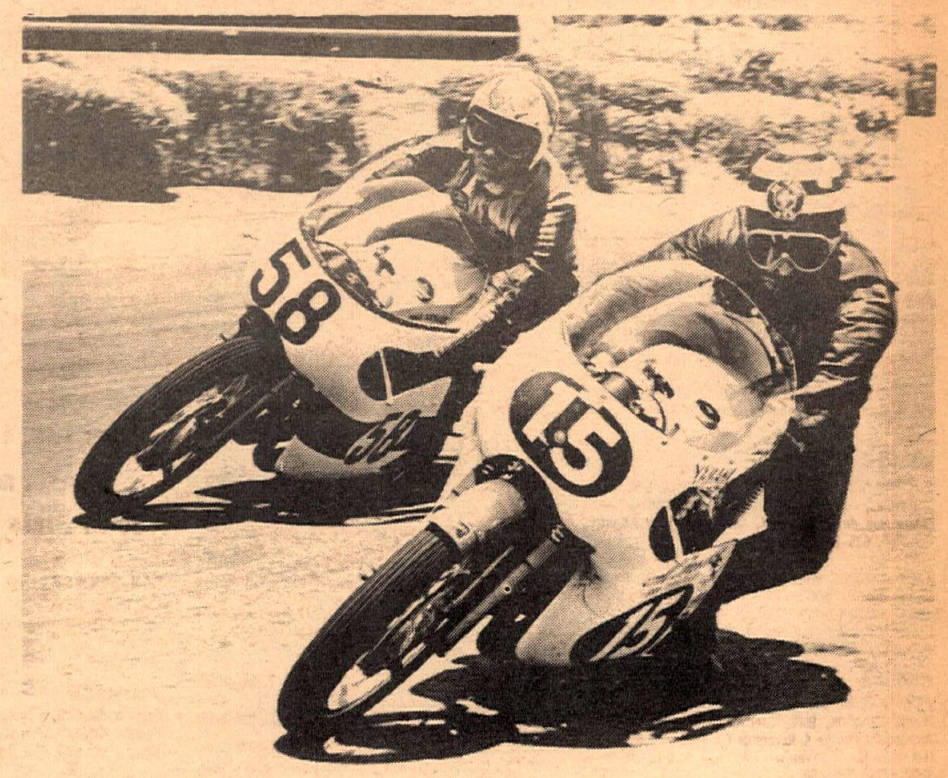
The fast 250 was a nip and tuck battle between Laconia 250 winner Art Baumann and Navy flier Jody Nicholas. After a bit of dicing, Yamaha-mounted Nicholas began to draw away. Baumann, also on Yamaha, was a long distance from third place Barry Provisor. Provisor was hotly pursued by Ernie Caesar, whose fourth place was the best showing in a while by a Greeves. Next up was the Heavyweight Production which saw the Orange County production regulars get snake bite from George Kerker's Norton Commando 750. Second Open home was Roland Pagan. 500 class went to Honda rider Pete Giordanengo. Honda also collected the 350 prize, going to Dave Allee. With the strong showing of the new Honda models, it is a pity that American Honda has turned their back on racing in this country. First 250 was an unusually high placing, fifth overall, going to Ken Edmondson and Suzuki.

Grant Grinds

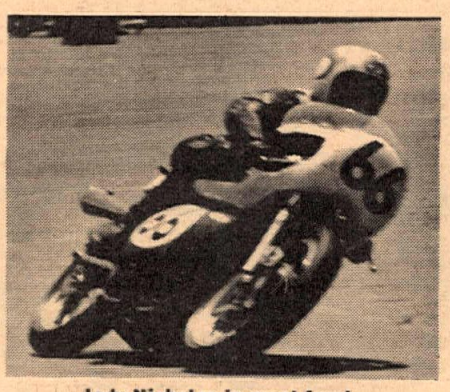
The heavyweight 350-500-1000 Main was rated a toss-up between Ron Grant and Don Vesco. It looked that way for a while, but Grant (Suzuki) began to stretch it out and cruised home first overall and 500 class winner. Vesco took an easy 1000cc class win on his 654 BSA. Second 1000 home was BSA-mounted Greg Kearney. An early favorite, Jody Nicholas, was trying to move up on the leaders when he slid off going into Tower Bend. Jody was shaken up and received a severe laceration on his left leg, but appeared otherwise to be all right.

A shock win in the 350 class went to Ernie Caesar, Kawasak , riding for Power Research. In all, a day of good, hard riding. Next slated AFM events are July 21 at Carlsbad, with $200 guaranteed, and back to Orange County on Aug. 4. As most of the superstars will be back at the AMA National at Indy, this is the time for you private entries to come out and take home some cash.

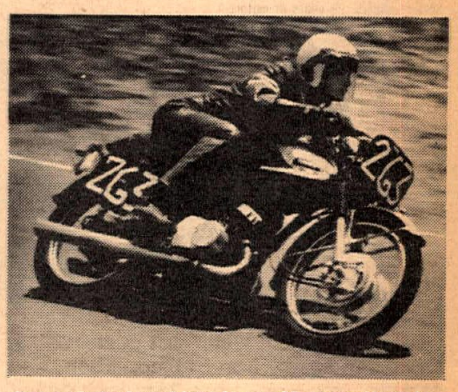
(Results on page 20)



Jody Nicholas (58) trying to take fellow Yamaha pilot "Scotty" (15) on the outside.

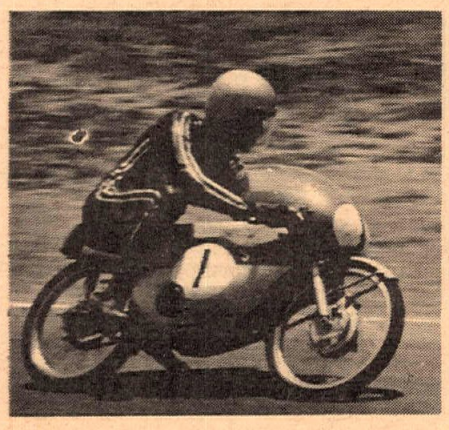


Jody Nicholas in great form!

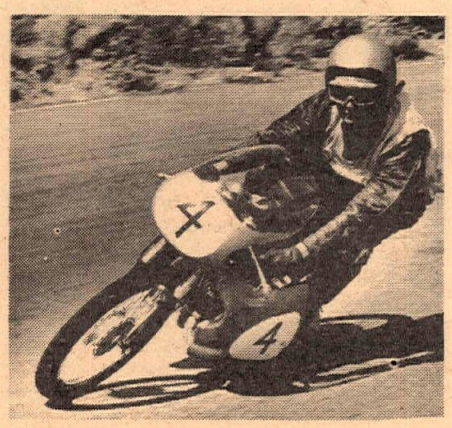


Jonas Israel making it on his 180 Yamaha.

Super-fast 250cc Expert GP riders negotiate turn at end of straightaway.



Ron Grant on 50cc Suzuki factory machine.



Yamaha-angel rider Jeff Pasternak copped first 100cc G.P.

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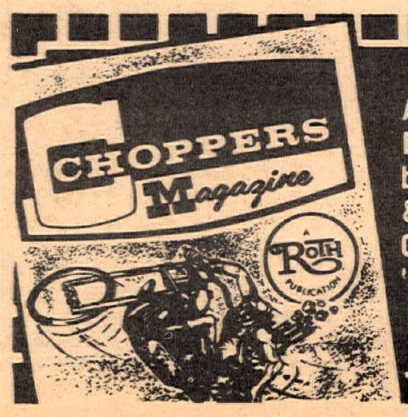

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STEEN HODAKA SS TEST

Story and Photos by Bill Pettigrew

Steen's Power Parts and Sport Center has come up with a deluxe version of the many dealer-set-up competition Hodakas on the market today. Steen's are the sole U.S. importers of Rickman Metisse, Ceriani and other top names in the competition field.

The Steen Hodaka SS comes as a competition 100cc class motorcycle with such niceties as Ceriani front forks, Ceriani rear five-way adjustable shocks, skid plate for engine, Metisse handlebars, alloy gas cap, Carlisle tires, and a Filtron element air cleaner. With the basic price of a street Hodaka now at around $450.00, it would cost the competition enthusiast over $700.00 to add the above items to the stock Hodaka, not to mention the time involved installing. Steen has saved all the time and spared the prospective customer some money besides... they ask $575.00, ready to go.

As far as handling is concerned, it has to be one of the best in the rough stuff such as desert and moto-cross. Many a time throughout our extensive test on this little bike it was called upon to take a torturous beating. At no time in the test was there any of the usually expected loosening of some part of the bike, or any cracking of metal, and not even a thrown chain. Apart from the great handling and sturdiness of the rig it's one of the best-looking competition bikes on the market. The Metisse silver frame and blue and chrome tank add up to a tastefully set-up motorcycle. The Carlisle tires are among the finest all-around competition tires on the market. Tire locks are also in evidence with no chance of ripping out a stem on that inner tube. The standard 15-tooth countershaft sprocket and 51-tooth overlay drive sprocket seem to provide sufficient gearing with the stock 5-speed transmission for desert and moto-cross (to name two).

Although the new four-plate on the 100cc 1968 model Hodakas is a vast improvement over last year's three-plate model, it should immediately be replaced with four Barnett clutch plates. Seems that the Japanese bike manufacturers haven't found the right compound for the plates as yet. Barnett has!

The Filtron element air cleaner is one of the best improvements over the stock item, and really does the job. After a race all it takes is a little washing of the element to put it back in new shape again.

Front forks are the new and improved baby Ceriani design that afford better dampening than the older units. The new units are strong enough that a fork brace would only be for decoration. With a fantastic line of hop-up accessories available for the Hodaka engine it makes the 100cc 5-speed one of the best investments a small bike racer can make.

The Steen Hodaka SS is available at Steen's Alhambra store at 1635 West Valley in Alhambra, California. Also included in the remarkable stock of racing and fun equipment are the Rickman Metisse frame kits and completed bikes. It's an experience just walking through the store and viewing some of the finest racing hardware in the country.

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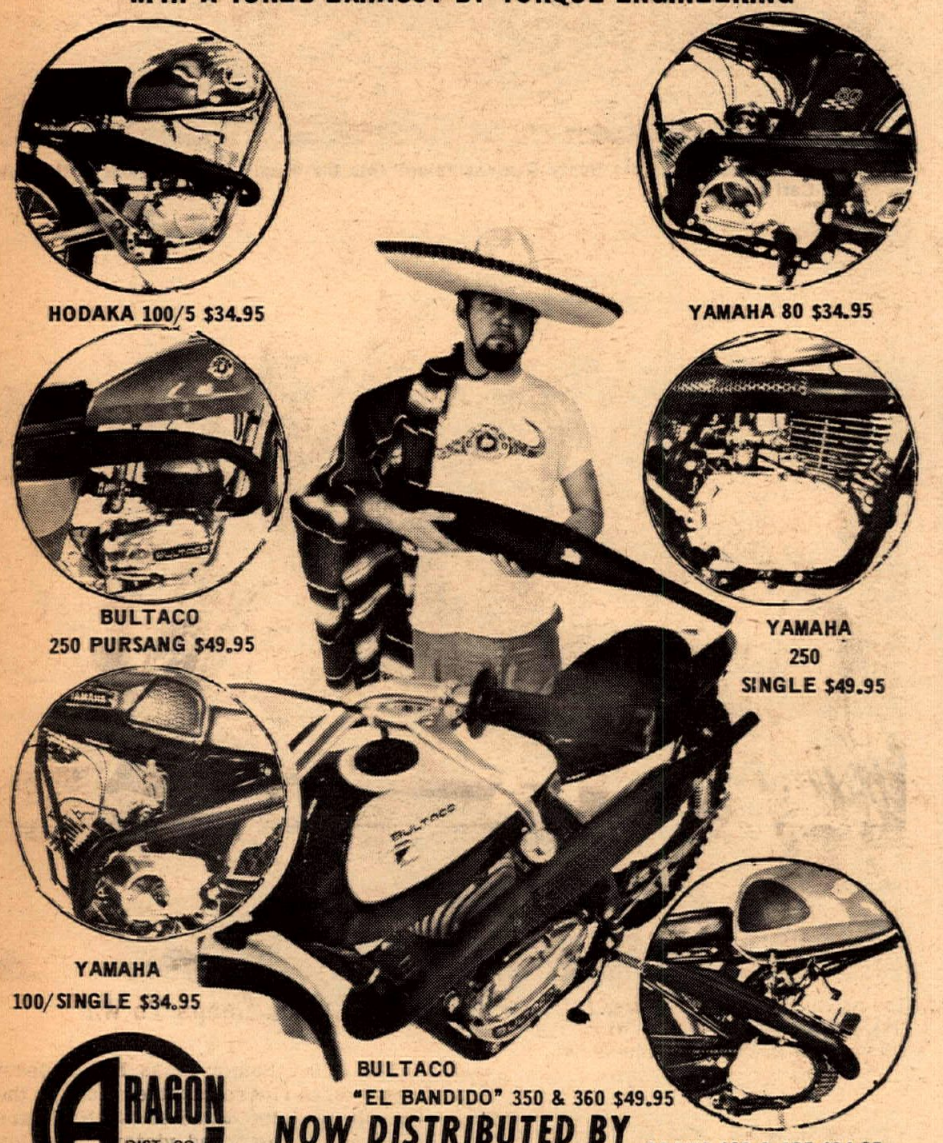

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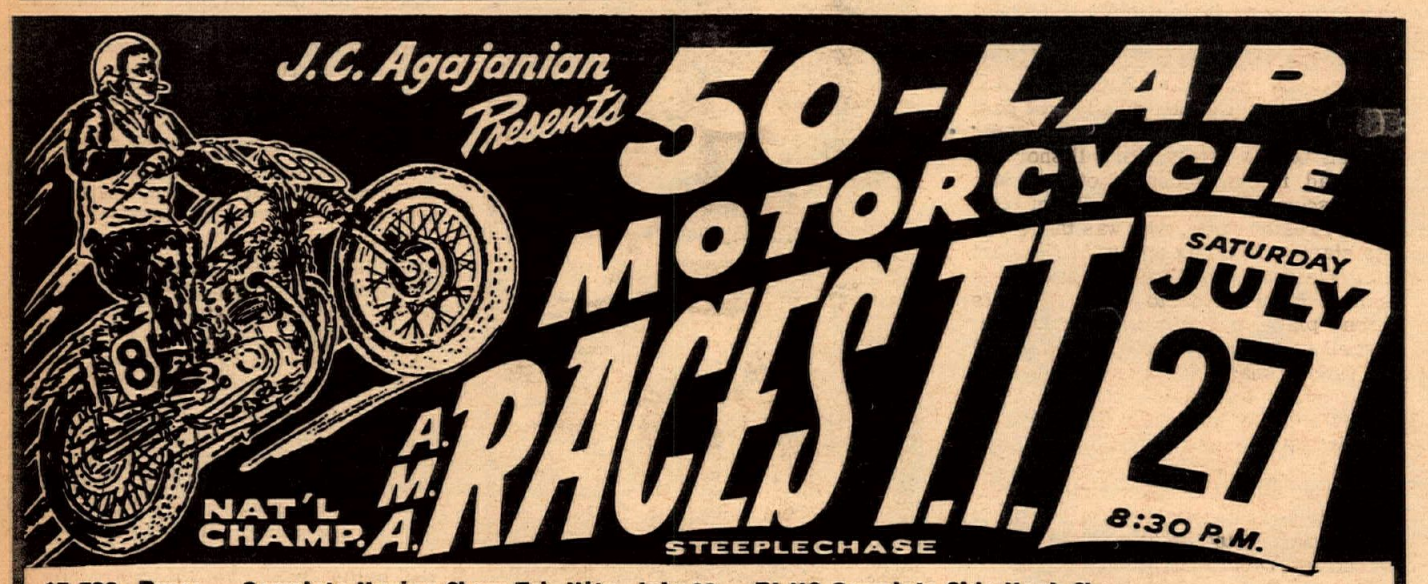

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CARLSBAD CLASH FOR CASH

Story and Photos by John Shedd

Cycle News columnist Bill Pettigrew bounding along in good spirits.

Preston Petty taking mid-course jump in good form aboard the new Maico 100cc moto-cross outfit!

Husky pilot J.N. Roberts displaying form that helped him copp third place 500cc Expert.

CARLSBAD, Calif., June 30 – As usual, the California Moto-Cross Club's monthly moto-cross was a jam up good one, with plenty of tough competition providing good racing. It was their second event which paid cash prizes to the Senior riders, and as time goes on, they hope to have bigger purses, and more often.

Three-Way Tussle

If there was anything unusual about the day's racing, it would have to be the defeat of Gary Bailey in the 125cc class by Lars Larson, who was riding a new Penton Six-Day. In the first moto, Bailey took over on the first lap. Larson got a bad start, and was never able to get close enough to be a threat. In the second moto, the tables were turned, with Larson taking the win. Everyone had the third moto figured to be a fight between Bailey on his Hodaka and Larson on the Penton. Such was not the case. Eric Jensen wheeled his Hodaka into the lead with Larson giving chase. Larson stayed on Jensen's rear, but was never able to get by, and he finally crashed in a corner while trying to pass. Bailey was hit and knocked down on the jump just past the start, after moving from last place to third behind Larson. He was really flying! Bailey pulled into second place when Larson crashed, and a finish here would have given him the class win. It just wasn't Gary's day, as he sailed over a jump, the engine loaded up, and Larson zoomed by to finish second behind Jensen and take the class win.

The 250cc Junior class was limited this time to 40 riders. Over 20 entries were mailed back. This raised gripes from the riders who didn't get to ride, but the CMC has had complaints on each and every way they have tried to run this unusually large class, so if you have some good ideas, make them known.

Kawasaki-mounted W. Clarke, emerged winner of the popular class with B. Kelek on a Husky taking second.

Darnell Does It

Russ Darnell was the man to beat in the 250cc Senior class, but no one could match his pace. Montesa's John DeSoto was Darnell's stiffest competitor, but between Darnell's super-smooth riding and DeSoto's mudhole problems, Darnell came out on top. In the first moto, Russ led all the way with a big battle behind him between DeSoto and Suzuki-mounted Gary Conrad. Conrad finally got past DeSoto, but was never able to catch Darnell on his Husky. Darnell shot into the lead in the second moto, DeSoto again second, and Walt Axthelm (CZ) third. Preston Petty, who was the victim of a starting line mix up, and had to start after the first moto was underway, was running fourth. DeSoto again lost his second place, but this time to Axthelm. Darnell sailed in for the win. In the final go, DeSoto snatched the lead, with Darnell pushing and Axthelm third. After following for a while, Darnell was able to overtake DeSoto and pull into the lead. DeSoto had problems, and Axthelm passed him to take over second only to lose his chain and fall way back. In the end it was Darnell taking the win with Axthelm second and DeSoto third.

The Big Daddy of Montesa, Kim Kimball, moved to the lead on the first lap of the 500cc Junior class. It was his best ride since colliding with a deer at Corriganville. Husky-mounted B. Hedrick, passed Kimball to take over the lead, and Ron Wilson followed him by to grab second. Hedrick and Wilson both had trouble in the mudhole and Kimball passed them to take back the lead. They were both up quickly and recovered their positions before the moto ended. In the second moto, Hedrick took the lead, but Wilson pushed by for the win with Kimball finishing third. Wilson grabbed the win in the final moto to take the class gold, and Hedrick finished second and Kimball third.

Ughhhh...as J. Choner and his trusty Greeves "plop" into the deep, soupy mudhole at the now infamous Carlsbad course.

Top notch 500cc Expert riders, J.N. Roberts (19), Ron Nelson (98), Jeff Willis (13), and Lars Larsen (15) take mid-course turn.

Mudholes, three in all, were a great crowd pleaser as well as an advesary for the riders.

Larson Leaps To Win

The 500cc Senior class had at least a half dozen riders capable of taking the win. It was the Swedish swifty, Lars Larson, who emerged victorious on his Husky. Larson took the lead at the flag with J.N. Roberts (Husky), John DeSoto (Montesa), Ron Nelson (Montesa) and Gary Bailey (Greeves) following. Nelson passed his teammate to take the third slot, and Bailey also managed to slip pass DeSoto and move his new Greeves into fourth. The big battle was for first and second between Larson and Roberts. Roberts stole the lead but lost it in the mudhole and Larson won the moto. Nelson moved out in front in the second moto followed by Larson, Bailey and Roberts. This time the fight for first and second was between Larson and Nelson, and again Larson came out on top. Larson got a bad start in the last moto, and Maico-mounted Preston Petty led Bailey and J.N. around for the first few minutes. Larson was running fourth, and one by one, he picked off three of the best riders around to take the win.

The track was a little different from last month's race, and there was a big improvement due in part to a sprinkling system that had been installed around part of the course. The CMC hopes to extend the sprinklers so they will cover the entire track before their July 28 meet. There is also the possibility that the course might be run in the opposite direction at this event.

Every race presented by the CMC has been bigger and better than the one before, and the June race was no exception with the number of riders higher than ever. It was unfortunate that there was also a moto-cross the same day at Saddleback. The interest in moto-cross is growing by leaps and bounds, but it would be better to have races scheduled for two weekends a month instead of three open weekends and then two on the same day. A little cooperation between clubs could easily avoid this, regardless of differences between sanctioning bodies.

(Results on page 20)

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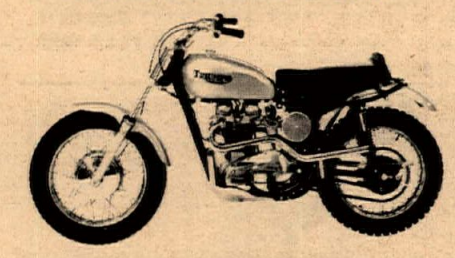

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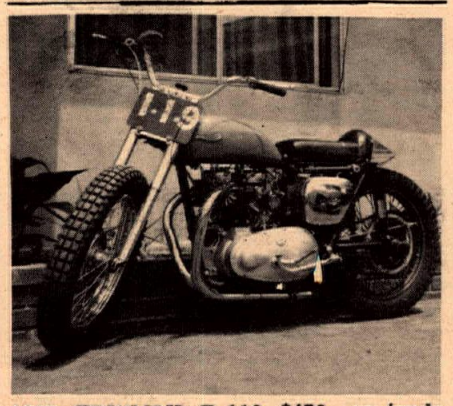

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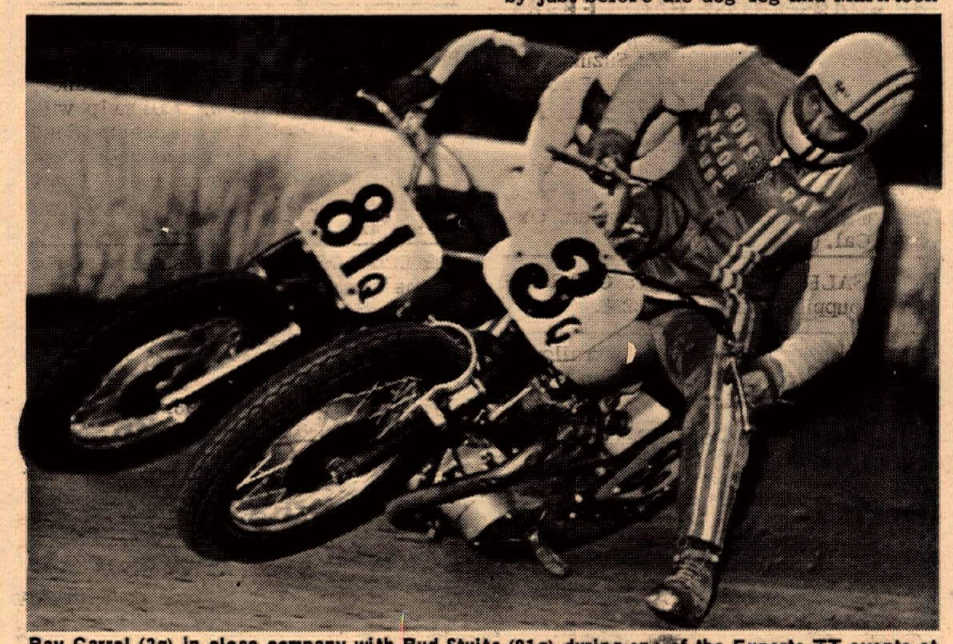
CASTLE ROCK WARMUP

"The Kid from Cottage Grove," Expert 4Q, young Mark Williams, slipped under as he has done before, and passed the Master, Skip Van Leeuwen, to take the Trophy Dash. Two other National Numbers made this line-up, Sonny Burres, 69, and Emil Ahola, 80, and they finished in this order. The Main was almost a run-away for Van Leeuwen aboard the Gene Curry-tuned Triumph as he led and won wire-to-wire. Williams gave chase but somehow Ahola, riding injured Don McLeod's Harley, got by just before the dog-leg and Mark took



Ray Carrol (3q) in close company with Bud Stuits (81q) during one of the Experts TT events at Castle Rock.

Story by J.K. Lacey
Photo by Don Abrahamson

CASTLE ROCK, Wash., June 29 – With the Mt. St. Helens M.C. National TT less than twenty days away another 3-Star warmup was held on a cloudy, rain threatening Saturday. Action was aplenty and excitement the order of the night but will it compare with July 20, National TT night for Amateurs and Experts only, or the night before when the Novices do battle for their National honors? A note here, and DO note: Novice night at Castle Rock, July 19, Amateur and Experts can compete for a $1,000 purse. This program will run in conjunction with the complete Novice card. Should be good.

some ten laps to get back into second place. Meanwhile Burres has broken a chain and little passing was going on save for Gary Davis (14) who was working his way up to fifth from a back row start. With time running out Skip simply kept his distance as Williams didn't get close enough to challenge.

The Ref Was Watching

Amateur Ike Reed, 5Q, probably could have taken the measure of Jim Jones, 5w, but was spared the task as Jones, who was leading, missed a down-shift coming off the straight and thus cut the dog-leg section. Coming onto the track again at the sweeper he remained in first position, this time with a good hundred-yard lead, but Reed, realizing Jones would be penalized, cooled it for the win while Jones was reduced one position by the Referee. Reed stated that he too had missed a shift at the same time but somehow managed to two-wheel the corner. Ike will miss all the coming races and the next two Nationals (probably) as Uncle Sam's summer camp is calling. A real shame, as we'd like to see Ike mix it up with the R, X, Y, and Z yellow plates when they come in July. And Ike won't be the only National Guarder we'll lose during this time!

Tomasie Takes It

Squire Tomasie, 158w, took the Novice Dash, his heat race, and the Novice Main. Current high-point leader at Washington's weekly Graham Speedway, Tomasie is one of the best riders we have in this area that will do battle with Yamaha's ace Keith Mashburn of California in July. Another is Portland's Jack Mott, who seems to go faster every week on that BSA single. These two ought to give Mashburn a right good run for the money. Mott trailed Tomasie home in the Main, never really getting within striking distance, while John Branley finally found the groove and the show position.

July is really going to be RACE month for Oregon/Washington. Within a period of some sixteen days there are going to be three 3-Star events, two 4-Star events, two AMA Nationals, and one 6-Star race meet. All of these, within 75 miles of each other! Ain't it gonna be great?

(Results on page 20)

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100 Am. Main
1st Pl. Bob Vacca – Lobito
2nd Pl. Jim O'Neal – Lobito

125 – 175 Am/Ex.
1st Pl. Steve Scott – Sherpa "S"
2nd Pl. Jim Doran – Sherpa "S"

250 Am. Main
1st Pl. Larry Shoemaker – PurSang
2nd Pl. Jack Sessler – PurSang

250 Ex. Main
1st Pl. Steve Scott – PurSang

350 Nov. Main
1st Pl. Jim O'Neal – El Bandido

500 Ex. Main
1st Pl. Steve Scott – El Bandido

Open Ex. Moto
1st Pl. Steve Scott – El Bandido

Lightweight Sidehack
1st Pl. Mike Burns (Pilot) / Hank Burns (Pass.) – El Bandido

Willow Springs Road Race
July 7, 1968

125 G.P.
1st Pl. Buddy Parriott – TSS
2nd Pl. Steve Knight – TSS
4th Pl. Jim Miller – TSS

200 Prod.
1st Pl. Steve Galbraith–Metralla MK II

250 Prod.
1st Pl. Buddy Parriott–Metralla MK III

Perris Nite TT Scr.
July 6, 1968

100 Nov.
1st Pl. Don Walter – Lobito

200 Am/Ex.
1st Pl. Loyal Walker – Sherpa "S"
2nd Pl. Gary Griffing – Sherpa "S"
3rd Pl. Glen Burnson – Sherpa "S"

250 Am/Ex.
1st Pl. Vincent Graves – PurSang
2nd Pl. Gary McKenzie – PurSang

350 Combined
1st Pl. Ron Killingsworth – El Bandido

500 Combined
1st Pl. Chuck Fair – El Bandido
2nd Pl. Roy Griffing – El Bandido
3rd Pl. Glen Burnson – El Bandido

Sweepstakes
1st Pl. Loyal Walker – Sherpa "S"

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